The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4342. 日九十月七年九十二緒光 THURSDAY, SEPTEMBER 10, 1903. 四拜禮 號十月九英港香

$30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND „ 9,060,000

Head Office.—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	NEWCHWANG.
PEKING.	

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH.—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

TARO HODSUMI,
Manager.

Hongkong, 11th March, 1903. [10

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $16,000,000
Silver Reserve$ 6,000,000 }
RESERVE LIABILITY OF PROP'TORS.$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.

Hon. C. W. Dickson.	N. A. Siebs, Esq.
E. Goetz, Esq.	H. W. Slade, Esq.
C. Michelau, Esq.	C. A. Tomes, Esq.
H. Schubart, Esq.	E. S. Wheeller, Esq.
E. Shellim, Esq.	

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1903. [13

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,00
Paid up Capital£ 324,374

HEAD OFFICE.—HONGKONG.

Board of Directors:—

Chan Kit Shan, Esq.	J. Scott Harston, Esq.
Chow Tung Shang, Esq.	J. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 12th May, 1903. [15

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin	Calcutta	Hankow
Tientsin	Tsingtau (Kiautschou)	

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 1st September, 1903. [961c

GUARANTY TRUST COMPANY OF NEW YORK
(AMERICAN BANK).

ESTABLISHED 1864.

U.S. Gold
PAID UP CAPITAL$2,000,000
SURPLUS AND UNDIVIDED PROFITS.$5,180,000

Gold $7,180,000

Head Office—NEW YORK.
—LONDON OFFICE:
33 and 35, Lombard Street, E.C.
F. C. Bishop, *Manager*, Eastern Department.

LONDON BANKERS:
PARR'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VŒUX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED
On Current Accounts at 2% per annum.
On Fixed Deposits:
For 3 months 2½% per annum.
„ 6 „ 3½% „
„ 12 „ 4 % „

E. F. GROS,
Acting Manager.

Hongkong, 1st December, 1902. [698d

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

Capital paid in, ...Gold $4,000,000...£ 820,000
Surplus (Reserve) Gold $4,000,000...£ 820,000

Total Gold $8,000,000...£1,640,000
Capital and Surplus authorised, Gold $10,000,000 =£2,055,000.

LONDON BANKERS:
THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Corporation buys and sells Bills of Exchange, issue Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 2 per cent. per annum on the daily balances, and on Fixed Deposit as follows:

For 12 months, 4½ % per annum.
„ 6 „ 4 % „
„ 3 „ 3 % „

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.
CHARLES R. SCOTT,
Manager.

Hongkong, 26th May, 1903. [1008

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	PENANG.
CHEFOO.	SINGAPORE.
HANKOW.	TIENTSIN.
PEKING.	

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

E. W. RUTTER,
Manager.

Hongkong, 12th August, 1903. [12

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE.—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS£800,000
RESERVE FUND£725,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months 4 per cent.
„ „ „ 6 „ 3½ „
„ „ „ 3 „ 2½ „

T. P. COCHRANE,
Acting Manager.

Hongkong, 18th May, 1903. [11

HONGKONG HOTEL.

NEW MANAGEMENT.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [18

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
SHANGHAI.....	SIMLA..... S. de B. Lockyer, R.N.R.	About 11th September	Freight and Passage.
LONDON, &c.....	CHUSAN W. W. Cooke, R.N.R..	Noon, 12th September	*See Special Advertisement.*
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA W. Hayward, R.N.R....	About 18th September	Freight and Passage.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).	JAVA	About 19th September	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 10th September, 1903. [4

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
BAYERN	WEDNESDAY, 16th September.
ZIETEN	WEDNESDAY, 30th September.
SEYDLITZ	WEDNESDAY, 14th October
ROON	WEDNESDAY, 28th October.
PREUSSEN	WEDNESDAY, 11th November.
**HAMBURG*	WEDNESDAY, 25th November.
PRINZ HEINRICH	WEDNESDAY, 9th December.
KONIG ALBERT	WEDNESDAY, 23rd December.
**KIAUTSCHOU*	WEDNESDAY, 6th January, 1904.
SACHSEN	WEDNESDAY, 20th January, 1904.
BAYERN	WEDNESDAY, 3rd February, 1904.
SEYDLITZ	WEDNESDAY, 17th February, 1904.
ROON	WEDNESDAY, 2nd March, 1904.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 16th day of September, 1903, at Noon, the Steamship "BAYERN," of the NORDDEUTSCHER LLOYD, Captain H. Formes, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 14th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 15th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 15th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
AGENTS.

Hongkong, 4th September, 1903 [563c

Intimations.

LANE, CRAWFORD & CO.

REDUCED
AND
REVISED
PRICE LISTS
NOW READY ON APPLICATION.

LANE, CRAWFORD & CO.

Hongkong, 1st September, 1903. [732e

THOMAS' HOTEL.

A FIRST CLASS HOTEL, comfortably furnished, and most centrally situated, being in close proximity to the Banks and principal business places.
SPECIALLY REDUCED SUMMER RATES.
For Particulars apply to
THE MANAGER.
[810c]

MACAO HOTEL
(Late HING KEE HOTEL).

This FAVOURITE and LONG ESTABLISHED Hotel is situated on the SEA-FRONT commanding a MAGNIFICENT VIEW of the Harbour and adjacent islands, and is open to the COOL SOUTHERLY BREEZES in Summer.

The BED-ROOMS are LARGE, COOL, AIRY, WELL-VENTILATED and HANDSOMELY FURNISHED. The CUISINE is EXCELLENT and under direct EUROPEAN supervision.

PIC-NIC, SHOOTING or BOATING parties specially catered for. A commodious and comfortable stern-wheel HOUSE-BOAT, with sleeping accommodation for six passengers and EVERY CONVENIENCE, is provided for the use of visitors AT REASONABLE RATES.

A MILITARY BAND PLAYS in the Gardens, close to the Hotel, three times a week.

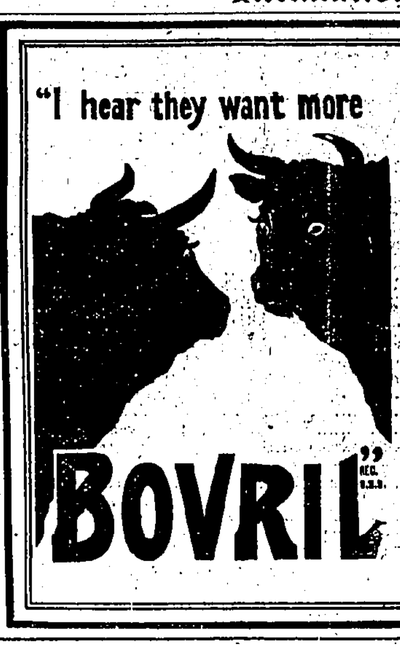
SEA BATHING.

STEAMERS to and from Macao, every MORNING and AFTERNOON.

WM. FARMER,
Proprietor and Manager.

[541c]

Intimations.



Bovril is the best beverage; because it not only stimulates, but tones-up and builds-up body and brain.

Added to gravies, hashes, stews, etc., BOVRIL makes them immensely stronger, richer, and more palatable and nourishing.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

N. INUZUKA, Manager, Hongkong.
563c]

H. PRICE & CO.,
WINE MERCHANTS,
12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at a moment's notice.

Contracts made on special terms with Caterers, Committees, Messes and Captains of Steamers. All Wines, Spirits and Beers supplied are guaranteed.

Price list on application. TELEPHONE No. 135.

Hongkong, 23rd July, 1903. [952c



Telephone No. 75.

COOLALTA WINES.

FROM THE CELEBRATED COOLALTA VINEYARDS, NEW SOUTH WALES.

These excellent Wines are strongly recommended to Invalids.

BURGUNDY, Extra quality.
CLARET, Full body, excellent flavor.

CALDBECK, MACGREGOR & Co.,
SOLE AGENTS.

Hongkong, 28th August, 1903. [22

OCCIDENTAL HOTEL
(ELGIN ROAD, KOWLOON.)

CODE ADDRESS: "YOSEMITE."

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM. DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS.
POOL AND BILLIARDS.
ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE.
TERMS.—$4.00 to $7.00 per day. $75 to $120 per month.

JAS. D. M. CAMERON,
Manager.

Hongkong, 22nd August, 1903. [555c

MARLBOROUGH HOUSE.
31, 32, 40 and 41, NORTH SOOCHOW ROAD—SHANGHAI.
PLEASANT AND CENTRAL SITUATION, FACING SOUTH.

THIS HIGH-CLASS BOARDING ESTABLISHMENT has Well-furnished Rooms by the Day or Month.

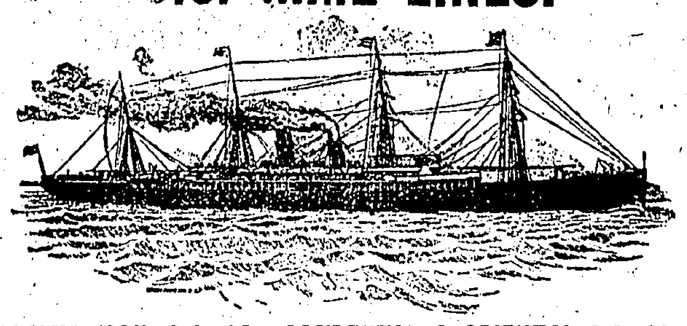
Telegraphic Address: "MARLBOROUGH." Telephone: No. 580.

MRS. NAZER.

Shanghai, 6th June, 1903. [674c

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	WEDNESDAY, 16th September, at Daylight.
"COPTIC"	SATURDAY, 26th September, at Noon.
"AMERICA MARU"	SATURDAY, 3rd October, at Noon.
"KOREA"	TUESDAY, 13th October, at Noon.
"GAELIC"	TUESDAY, 20th October, at Noon.
"HONGKONG MARU"	WEDNESDAY, 28th October, at Noon.
"CHINA"	FRIDAY, 6th November, at Noon.
"DORIC"	SATURDAY, 14th November, at Noon.
"NIPPON MARU"	TUESDAY, 24th November, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, *via* MACAO, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 16th instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at $100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than $100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 10th September, 1903. [1

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships--6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN"	6,000	Tons	WEDNESDAY, 23rd September.
" "TARTAR"	4,425	"	WEDNESDAY, 7th October.
" "EMPRESS OF CHINA"	6,000	"	WEDNESDAY, 21st October.
" "ATHENIAN"	3,882	"	WEDNESDAY, 4th November.
" "EMPRESS OF INDIA"	6,000	"	WEDNESDAY, 18th November.
" "EMPRESS OF JAPAN"	6,000	"	WEDNESDAY, 16th December.
" "EMPRESS OF CHINA"	6,000	"	WEDNESDAY, 13th January, 1904.
" "ATHENIAN"	3,882	"	WEDNESDAY, 27th January.
" "EMPRESS OF INDIA"	6,000	"	WEDNESDAY, 10th February.
" "TARTAR"	4,425	"	WEDNESDAY, 24th February.
" "EMPRESS OF JAPAN"	6,000	"	WEDNESDAY, 9th March.
" "EMPRESS OF CHINA"	6,000	"	WEDNESDAY, 30th March.
" "EMPRESS OF INDIA"	6,000	"	WEDNESDAY, 20th April.
" "ATHENIAN"	3,882	"	WEDNESDAY, 27th April.
" "EMPRESS OF JAPAN"	6,000	"	WEDNESDAY, 11th May.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS,) saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, *Pedder's Street.*

Hongkong, 1st September, 1903. [2

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
KONIGSBERG ... Mayer ...	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	13th Sept.	Freight and Passengers.
ANDALUSIA ... von Döhren ...	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	23rd Sept.	Freight.
BESSINIA ... Filler ...	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	6th October.	Freight.
RISGAVIA ... Schülke ...	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	20th October.	Freight.
AXONIA ... Brehmer ...	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	3rd Nov.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 9th September, 1903. [9

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons,	Captain	H. D. Jones.
" "POWAN,"	2,338 "	"	G. F. Morrison, R.N.R.
" "FATSHAN,"	2,260 "	"	A. W. Dixon.
" "HANKOW,"	3,073 "	"	C. V. Lloyd.
" "KINSHAN,"	2,860 "	"	J. J. Lussius.

Departures from HONGKONG to CANTON daily at about 7 A.M. and 10 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M and 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons,.....Captain W. E. Clarke.

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday excepted.
Do. from Macao to Hongkong daily at about 7.30 A.M. }

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons,.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING,"	569 tons,	Captain	R. D. Thomas.
" "SAINAM,"	588 "	"	B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 4th August, 1903. [357e

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND COPYING IN ALL SIZES.

C. W. CLARK,

PHOTOGRAPHER, No. 4, ICE HOUSE STREET, Between Queen's Road and Des Vœux Road.

AMATEUR WORK GIVEN SPECIAL ATTENTION.

FULL LINE OF SUPPLIES ALWAYS IN STOCK.

ORIENTAL COSTUMES AND FANCY DRAPERIES FURNISHED.

WORK GUARANTEED TO BE THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964e] PATRONAGE RESPECTFULLY SOLICITED.

THE JAPAN BREWERY COMPANY'S "KIRIN" LAGER BEER,

Unsurpassed for its Purity and refreshing qualities.

No better Beer can be obtained in the East for the price at which "KIRIN" is sold.

THE MUTUAL STORES, Sole Agents, Hongkong and Canton.

Hongkong, 9th September, 1903. [553e

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1900. [1

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and Lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Launch Service for Guests.

For Terms, apply to THE MANAGER.

Hongkong, 1st November, 1902. [1339c

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH CO., VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co., *CONNAUGHT HOUSE.*

954C]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.
Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.
Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.
Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903. [573e

GO TO THE

KOWLOON HOTEL,

FRANK F. JEWELL, Manager. KOWLOON. J. W. OSBORNE, Proprietor.

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE is hereby given that AN EXTRAORDINARY GENERAL MEETING of HUMPHREYS ESTATE AND FINANCE CO., LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, on SATURDAY, the 31st day of October, 1903, at NOON, when the SUBJOINED RESOLUTIONS will be proposed, viz:—

1. "That the Capital of the Company "be increased from $1,000,000 (divided "into 100,000 shares of $10 each) to "$1,500,000 (divided into 150,000 shares "of $10 each) by the creation of 50,000 "new shares of $10 each to be offered and "if accepted to be allotted to the present "shareholders of the Company at par in "the ratio and proportion of one new "share for every two old shares in the "Company held by the respective share-"holders thereof, the amount payable on "each of such new shares respectively to "be paid at such time or times and in such "manner as the Company by its General "Managers may hereafter determine."

2. "That Article No. 82 of the Articles "of Association of the Company be can-"celled and the following Article subs-"tituted therefor:—

"The remuneration of the General "Managers shall be $4,000 per annum "(which shall cover office rent but "not salaries of Secretary and other "employees) and a commission of 5 "per cent. of the net profits of the "Company for each year that such "profits amount to 7 per cent. of the "Capital of the Company."

Should the above Resolutions be duly passed they will be submitted for confirmation as SPECIAL RESOLUTIONS to a SECOND EXTRAORDINARY GENERAL MEETING which will be subsequently convened.

Dated this 24th day of July, 1903.

JOHN D. HUMPHREYS & SON, General Managers.

931e]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS. No. 64.

STONE JUNK SUNK IN CHANNEL JUST ABOVE 2ND BAR CREEK.

REFERRING to Local Notice to Mariners No. 63, Notice is hereby given, that the masts have been removed from the Stone-laden Junk sunk above Second Bar Creek.

A Green Buoy with the word 'WRECK" painted in white letters has been moored over the spot and a boat will hoist a Red Light at Night until further Notice.

J. HOWELL MAY, Harbour Master.

Approved, H. B. MORSE, Commissioner of Customs.

Custom House, Canton, 3rd September, 1903. [1083e

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375lbs. net **$4.75** ex Factory.
In Bags of 250lbs. net **$2.85** ex Factory.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 15th August, 1903. [19

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:— SIEMSSEN & CO.

Hongkong, 10th January, 1903. [595d

CHINESE AMERICAN COMMERCIAL COMPANY.

司公美華

IMPORTERS, EXPORTERS AND MANUFACTURERS.

THE Company's OFFICES are established at Nos. 20 and 21, CONNAUGHT ROAD opposite DOUGLAS PIER.

Hongkong, 1st May, 1903. [1430

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE at a Target, which was to be held on the 2nd instant from Stonecutters' Inland, has been postponed, owing to bad weather, till the 16th instant, or, if the weather is not favourable on that day, till the 18th instant.

Practice will commence at about 7 A.M. and end at about 9 A.M. if the range is clear.

By Command, F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 3rd September, 1903. [1077e

MADAM FLINT & CO.

IMPORTERS OF FRENCH MILLINERY AND DRESSMAKING.

MATERIAL ACCEPTED AND DESIGNED during the Summer Months.

PRICES MODERATE.

CONNAUGHT HOTEL: ROOMS 4 and 5.

Hongkong, 31st August, 1903. [1062e

Kabuto Beer

PURE DELICIOUS REFRESHING

may now be had in Cases of 4 Doz. Quarts at $15.00.

MACEWEN, FRICKEL & CO., 3, DUDDELL STREET.

1st September, 1903. [650e

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP. JEYES FLUID DISINFECTANT SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

MEE CHEUNG, PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN *Ice House Road.*

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS A SPECIALITY.

Hongkong, 22nd September, 1898. [418

CHANGES ON N. P. STEAMERS.

POPULAR CAPTAIN RESIGNS.

Writing on August 11th the *Tacoma Ledger* said:—Captain J. McT. Panton, master of the steamship *Victoria*, of the Northern Pacific Steamship Company, who has been spending a vacation in the mountains, has resigned his position with the company to take up the work of marine surveyor in Tacoma harbour. He will act in this capacity for the Balfour, Guthrie Company, the North-western Warehouse Company, Kerr, Gifford & Company and a number of other large grain and shipping firms of the city.

Captain Panton's resignation leads to a complete shifting about of the masters of the three Northern Pacific liners. The *Victoria*, from which the captain resigns, is the senior vessel of the line by reason of its speed, the *Olympia* and *Tacoma* following next in order. Captain Andrew Dixon, of the *Tacoma*, now in the harbour, will lay over this trip; the steamer being taken out by Captain M. Ridley, promoted from his position as chief officer of the vessel, having been the senior chief officer of the line. Captain Dixon will take command of the *Victoria*, the next liner due in, upon her arrival and will sail her to Yokohama, where he will meet the *Olympia* on the latter's return trip to Tacoma and an exchange of commands will be made, Captain Dixon taking charge of the *Olympia* and Captain John Truebridge command of the *Victoria*.

Captain Panton has been sailing with the Oriental lines from Pacific coast for the past fifteen years, and is said by steamship men to have crossed the Pacific Ocean more times than any other man alive He has been with the Northern Pacific line almost since its organization, and sailed with the Canadian Pacific steamship line several years before that time. He is one of the best known sea captains on the Coast and his many friends wish him well in his new office ashore as marine surveyor, the position in the port of Tacoma under the arrangements made by Captain Panton being an excellent one.

JAPANESE TEA ABROAD.

SOME SUGGESTIONS.

A Japanese correspondent, who has an extensive knowledge of the tea trade of this country, sends—the *Kobe Chronicle* a communication on the best method of increasing the use of Japan tea abroad.

In April last, the correspondent writes, he had the privilege of conducting a party of influential American tea merchants, who visited Japan with the object of investigating the tea industry, and also of seeing the Osaka Exhibition. It was because of the new experience gained in conducting the party over the tea plantations, and from opinions expressed by the practical American tea merchants, that the correspondent prepared a pamphlet on the subject which is to be circulated among the million and a quarter teamen, merchants, growers, and others connected with the industry in Japan

The main consideration of the correspondent is in regard to the best course to be taken for the extension of the trade in Japanese tea abroad. He points out that, according to reliable statistics, only two-fifths of the population of the United States use any sort of tea, and that an excellent field is open for the exploitation of the article, which could be worked by the tea merchants of the world, not under conditions of cut-throat competition, but with an understanding between the merchants that would ensure a reasonable profit, and avoid any chance of loss which has been the case for many years past. As this is thought to be worthy of serious consideration, the writer recommends that delegates from the tea-producing countries of the world should meet and discuss the question.

The American tea merchants visiting this country wondered not a little at the fact that Japanese tea was not served to them in any of the hotels they stayed at. As our readers are aware, this is perfectly true, and there is no doubt that it must appear strange to visitors from abroad. To remedy this, the correspondent suggests that for a certain time small quantities of Japanese green tea should be presented to the hotels, say in pound or half-pound package, attractively wrapped, for distribution among the guests. Foreign tea firms should assist in this work.

With regard to the subsidy paid by the Government to the Japanese tea industry, the correspondent says it is time foreign firms viewed this matter in the proper light. No part of the subsidy, he declares, is received by any of the exporting firms. If the foreign firms have any doubt in the matter, let them make inquiries from the Department of Agriculture and Commerce, and ask for detailed information as to the disposal of the Government subsidy which is annually paid to the Central Board of Tea Guilds.

Insurances.

THE MUTUAL LIFE INSURANCE COMPANY OF NEW YORK.

RICHARD A. McCURDY, President.

ORGANISED IN 1843.

MR. GEORGE ECKLEY has been appointed AGENCY DIRECTOR of the above Company and a Branch Office has been Opened in the Hongkong Club Annex, Ground Floor, Chater Road.

By Order,

BASIL H. BETTS,
Special Representative for Hongkong, China and Japan.

Hongkong, 17th August, 1903. [992e

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [25

Auction.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 14th day of September, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, above Mount Kellett Road in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	E.	S.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Rural Building Lot No. 117.	Mount Kellet.	80	80	160	160	12,800	74	1,536

Hongkong, 7th September, 1903. [1090e

Intimations.

VICTORIA RECREATION CLUB.

AQUATIC SPORTS 1903.

THE ANNUAL AQUATIC SPORTS will be held on the 15th, 16th, 17th and 19th instant, in the CLUB ENCLOSURE, Austin Road, Kowloon.

Sports commence 15th and 16th at 4.30 P.M. and on the 17th and 19th instant, at 4 P.M. sharp.

Admission for Gentlemen 50 cents each day, Soldiers and Sailors in Uniform half price.

Tickets for Admission may be obtained from the Steward, V.R.C., on the Day of the Sports.

FRANK W. WHITE,
Hon. Secretary.

Hongkong, 8th September, 1903. [1094e

VICTORIA RECREATION CLUB.

AQUATIC SPORTS 1903.

THE COMMITTEE of the Victoria Recreation Club request the pleasure of the Company of the Ladies of Hongkong at the Club Enclosure, Austin Road, Kowloon, on THURSDAY, 17th, and SATURDAY, 19th instant, at 4 P.M. sharp, on the occasion of the Annual Aquatic Sports.

By kind Permission of Lieut.-Col. W. S. BIRDWOOD and Officers, the Band of the 10th Bombay Light Infantry will play during the afternoon.

FRANK W. WHITE,
Hon. Secretary.

Hongkong, 8th September, 1903. [1095e

SITUATION WANTED.

AN ENGLISH EDUCATED CHINESE, speaks English fluently. Having Practical Commercial, Shipping, and General Office experience, Energetic and Pushing: At present under Engagement, seeks a Permanent and Responsible Position in a Mercantile or Shipping Firm.

State Particulars and Salary to—

"B.C.",
C/o *H.K. Telegraph* Co's Office,
Ice House Road.

Hongkong, 8th September, 1903 [1096e

NOTICE.

ON and after the 9th September, the S.S. "WING CHAI" will berth at the New Wharf at the WESTERN END OF WING LOK STREET.

WING ON & CO.,
2nd Floor, 16, Victoria Street.

Hongkong, 7th September, 1903. [1092e

THE
ROBINSON
PIANO
CO., LTD.

NOTE

ENTIRELY - - -
NEW STOCK - - -

to arrive this month. Specially and most carefully chosen, direct

FROM THE FACTORIES

BY OUR

MR. ROBINSON

NOW IN EUROPE.

GREAT - - - - -
REDUCTIONS - -

in our present stock of Pianos and Musical Goods.

A quantity of old music still left, being sold very cheap. Call in and see what we have. All enquiries will be most courteously and promptly answered.

THE APOLLO - -
PIANO PLAYER -

RECITALS DAILY

Price from $450 up.

PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo piano-player. She was so delighted with the instrument that was purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Mme. Patti says that 'the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen.'

Hongkong, 2nd September, 1903. [1150

Intimations.

IT IS DIFFERENT NOW.

Once upon a time students of medicine held the notion that there were as many different diseases as the body has organs and parts; every one of these ailments requiring a different treatment. So stupid a mistake could lead only to miserable failures. For the fact is, the body is a single machine; and what concerns one part of it concerns, more or less closely, all the rest. Thus we see how it happens that one remedy, or mode of treatment, may relieve and cure a variety of complaints,—or what may appear like a variety, but are really various forms or outcomings of the same cause. Take, for example, Anemia, Scrofula, Poverty of Blood, General Debility, Influenza, Throat and Lung Diseases, etc.—a formidable army indeed they look to be; yet

WAMPOLE'S PREPARATION

quickly abates the worst of such cases, and absolutely cures many which have been abandoned as hopeless. The reasons are: its power over the digestive and assimilating process, its action in expelling impurities from the blood and its consequent ability to vitalize and rebuild the whole structure. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It was not dreamed out, or discovered by accident; it was *studied* out, on the solid principles of applied medical science. It is precisely what it is said to be, and has won the confidence of the public on that basis. You may resort to it with a faith and hope that arise from the history of what it has done for others. Dr. Thos. Hunt Stucky says: "The continued use of it in my practice, convinces me that it is the most palatable, least nauseating, and best preparation now on the market." Every dose effective. "You cannot be disappointed in it." Sold by chemists here and throughout the world and A. S. Watson & Co., Limited.

10

JAVA-CHINA-JAPAN LIJN.

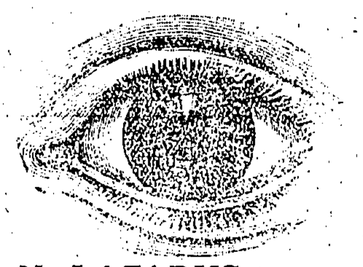
爪華中國日本何蘭輪船公司

REGULAR STEAMSHIP LINE
FROM JAVA TO CHINA AND JAPAN, AND BACK.

THE HEAD AGENCY of the above Company has been OPENED at No. 3, DUDDELL STREET.

R. BISSCHOP, General Agent.

Hongkong, 1st September, 1903. [1098e



N. LAZARUS,
OPHTHALMIC OPTICIAN
OF LONDON AND CALCUTTA.

SIGHT TESTED.

LENSES for the correction of Astigmatism ground on the premises.

Spectacles and Eyeglasses in all styles and metals.

Consulting Room:

No. 16, Queen's Road Central,

Nearly opposite the Hongkong Hotel with entrance through store of R. Houghton, Tailor.

DAVID BENJAMIN,
Manager.

Hongkong, 23rd June, 1903. [6e

ASPARAGUS!

ASPARAGUS!!

ASPARAGUS!!

SWEET INDIAN CORN!!!

FRESH HENRY IN COMBS!!!

75 cents per ℔.

ALL these can be had fresh every day. Please call at

CHING SHAN CHAN,
No. 41, Central Market.

Hongkong, 9th September, 1903. [777e

Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LIMITED,
Agents.

Hongkong, 9th September, 1903. [1074d

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"SIBERIA,"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. STUART THOMSON,
Acting Agent.

Hongkong, 4th September, 1903. [1

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "INDRASAMHA,"
FROM PORTLAND (OR.), YOKOHAMA, KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their goods from alongside

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,
General Agent.

Hongkong, 5th September, 1903. [1266c

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PEKIN,"
FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 13th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 7th Sentember, 1903. [4

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BORNEO,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.

Goods not cleared by the 13th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 7th September, 1903. [4

S.S. "AUSTRALIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Dordogne* and *Adour*, and from Bordeaux ex s.s. *Ville de Valencienne*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 6th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 14th instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th instant, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 14th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 7th September, 1903. [1004c

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"WAKASA MARU,"

having arrived from the above Ports, consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 16th instant will be subject to rent.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 19th instant, or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 9th September, 1903. [1101e

Mails.

NIPPON YUSEN KAISHA,
(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU..... J. B. MacMillan.....	KOBE and YOKOHAMA.....	FRIDAY, 11th Sept., at Daylight.
KUMANO MARU E. W. Haswell	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 11th Sept., at 4 P.M.
KINSHIU MARU T. Harrison.....	MOJI, KOBE and YOKOHAMA ...	TUESDAY, 15th Sept., at Noon.
KUMAKURA MARU H. Peterson	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 19th Sept., at Daylight.
TOSA MARU*..... A. Christiansen	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 22nd Sept., at 4 P.M.
IDZUMI MARU M. Yagi	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 22nd Sept., at 5 P.M.
KANAGAWA MARU J. MacKenzie.....	KOBE and YOKOHAMA	FRIDAY, 25th Sept., at Daylight.
KAGOSHIMA MARU K. Kori	MOJI, KOBE and YOKOHAMA...	FRIDAY, 2nd Oct., at Noon.
INABA MARU..... W. Bainbridge	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 3rd Oct., at Daylight.
KAGA MARU* Geo. Anderson	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 6th Oct., at 4 P.M.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI,
Acting Manager.

Hongkong, 10th September, 1903. [1

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAMS FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain W. W. Cooke, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 12th September, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay,

Parcels will be received at this Office until 2 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 31st August, 1903. [4

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903.
*Lyra**	4,417	F. Williams ...	Sept. 17
Tacoma	2,812	A. Dixon	Sept. 24
Victoria	3,502	J. Panton	Oct. 10

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to

DODWELL, & CO., LIMITED,
General Agents.

Hongkong, 26th August, 1903. [874d

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hote at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902. [1d161

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 22nd September, 1903, at 4 P.M., the Company's Steamship "TONKIN," Captain Schmitz, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, *viâ* Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian Line S.S. *Dumbea*, bound for MARSEILLES *viâ* BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 21st September, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 9th September, 1903. [1004c

To be Let.

TO LET.

CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GAP ROAD. Nice Houses, 4 Rooms, Bath Rooms, Outhouses and Verandahs. Only $40 inclusive of Taxes.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, from $25 inclusive of Taxes.

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 1st August, 1903. [916e

TO LET.

NO. 13, KNUTSFORD TERRACE.—KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 18th August, 1903. [1002e

GODOWN TO LET.

NO. 155, PRAYA EAST, Spacious Two-storied Godown. Suitable for Yarn or Coals.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 10th July, 1903. [397e

TO LET.

HOUSES in LEIGHTON HILL ROAD,

FLATS in MORETON TERRACE, CAUSEWAY BAY, facing the Polo Ground.

GODOWNS at BOWRINGTON, Praya East.

No. 2, RIPON TERRACE in Flats.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 6th June, 1903. [209c

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAYA EAST.

Apply to—

H. N. MODY,
Victoria Buildings.

Hongkong, 2nd February, 1903. [252d

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Buildings.

Intimations.

A. S. WATSON & CO.,
LIMITED.

FLOWER AND VEGETABLE SEEDS
FOR THE SEASON 1903-1904.

ORDERS are now being executed from New Stocks only.

PRICED CATALOGUES, with Hints on Gardening, can be obtained free on Application.

These SEEDS are supplied to us by the BEST GROWERS IN THE WORLD. It is essential to use particular care when sowing and to exercise supervision over the Chinese Gardeners, whose "olo custom" methods of dealing with the Seeds may sometimes lead to disappointing results.

CLAY'S FERTILISER,
For use in the garden generally.

RANSOME'S LAWN-MOWERS.
The Best and Cheapest Machines in the Market.

A. S. WATSON & Co.,
LIMITED,
SEEDSMEN.

ESTABLISHED 1841.

TELEPHONE NO. 256.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
TEMPORARY STORE:
1ST FLOOR, 12, QUEEN'S ROAD,
(above Messrs. H. PRICE & Co.)

FURNITURE DEALERS.
DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS.
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 29th August, 1903. [728d

CARMICHAEL AND CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.
A. 1 Code.
Lieber's Standard Code.
TELEPONE, 232.
Hongkong, 20th March, 1903. [355e

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in The "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MSS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—$30 per annum.
WEEKLY—$13 per annum.
The rates per quarter and per mensem, proportional.
The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional $1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the world is 80 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-five Cents.

BIRTH.

On the 9th September, at Kennedy's Horse Repository, Causeway Bay, the wife of G. W. GEGG, of a son. [1106e

The Hongkong Telegraph

HONGKONG, THURSDAY, SEPT. 10, 1903.

LOCAL AND GENERAL.

IT is reported at Canton that Viceroy Tsen Chun-hsuen is ill, and is returning to the city from Kwangsi at an early date.

THE British barque *Forthbank*, 1,322 tons, Captain Young, which arrived here on the 27th August, went into dock this morning.

IT is reported in the City to-day that shares in Farnham, Boyds have again receded to Tls. 136. They are offering in Shanghai at this rate.

One more chance to buy a Kodak for $5; a good Kodak. LeMunyon, 31, Des Vœux Road.—*Advt.*

THE Secretary of the Treasury Department at Washington has instructed the Customs officials at Honolulu to make no examination of through passengers' luaggage.

THE proposed reclamation at Canton will extend from the Customs House, near the Hongkong, Canton and Macao Steamboat Company's Wharf, to the Salt Flats, a distance of about one and a half miles.

THE recent heavy rains have retarded progress on the Kowloon waterworks. Quite a rivulet runs over the ground on which work has been commenced in connection with the big dam. Until the rain stops work on the foundation cannot be resumed

ON the evening before sailing, a birthday dinner and dance was given in the harbour aboard the Trans-Pacific Liner *Nippon Maru*, in honour of Miss Mae Perkins, the well known and popular San Francisco belle, now visiting the Orient. Her father is a United States Senator.

A CANTON correspondent writes, under yesterday's date: I learn from a very good source that Marshal Fung T'sz Choy, a great favourite of the Emperor, and who has been up to Kwangsi, has died at the age of 85, and that Cheng, head of the On Yung army corps, has been wounded in the left arm while engaged in resisting the rebels.

THE P. M. s.s. *Siberia* will leave here for San Francisco, *viâ* Macao, Shanghai, Nagasaki, Kobe, (Inland Sea), Yokohama and Honolulu, on Wednesday, the 16th instant at daylight. Her berths are being well filled, and judging by her freight tonnage she continues to be popular with shippers. The *Korea*, sailing from Hongkong on October 13th, has already booked 150 cabin passengers.

Fresh Kodak film, plenty of them, at LeMunyon's, 31, Des Vœux Road.—*Advt.*

WE should like to point out to the editor of the Manila *Sunday Sun* that the *Telegraph* and the *China Mail* have not been calling each other "prevaricators and kindred epithets" in relation to whether 'typhoid' fever was indigenous to the island or not, neither have we made certain accusations regarding Collector Shuster as recently alleged by our Philippine contemporary. There are three papers in Hongkong.

By kind permission of Major Radcliffe and Officers, the Band of the 33rd Burmah Infantry will play the following programme of music, at the King Edward Hotel, during dinner, to-morrow, Friday, the 11th inst. (weather permitting):—

March	"Wolverine"	Sousa
Overture	"Tancredi"	Rossini
Selection	"The Geisha"	Sidney Jones
Song	"Beloved, It is Morn"	Florence Aylward
Selection	"The Sultan of Mocha"	Cellier
Valta	"Gipsies"	Crowe
Polonaise	"Hofball"	Gung'l

WE stated a few days ago, that fourteen polo ponies were expected by the China Navigation steamer *Chingtu* from Australia, but Mr. Gegg, manager of Kennedy's Horse Repository, kindly informs us that the horsedealer, who was expected to bring the ponies out, missed the boat and will probably be here by the next Australian steamer. The *Chingtu* arrived here yesterday, but brought only two polo ponies—one for Mr. Moxon, and the other for Mr. Gedge.

THE C. P. R., on June 30, concluded the most successful year in its history. The net profits for the year, which were $15,836,845, are the largest in the history of the company—an increase of a little over 12 per cent. on the whole capital stock of the company, including the new issue, about $18,000,000 of which has already been spent. The gross earnings were $43,957,373.04, and the working exposes were $28,120,427.26. This is an increase over 1902 of $6,454,319.26, and in the working expenses of $4,703,285.89.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

Do your own developing without a dark room by using an Eastman developing machine. LeMunyon.—*Advt.*

ONE of the two new steamers which Messrs. J. Trevoux & Co. are placing on the Canton-Hongkong run is expected out from France at an early date. According to contract, the new crafts are to be furnished in the same sumptuous style as the French Mail steamers.

DURING the first half of the present year the Mitsui Bussan Kaisha shipped 660,977 tons of coal from Moji, 122,503 tons from Karatsu, 55,191 from Nagasaki, and 369,250 from Kuchinotsu, or a total of 1,207,927 tons. No less that 2,956,381 tons have been shipped from those ports since 1st January.

AT 8.30 o'clock last night three celestials entered a dry goods shop in Queen's Road West. One of them took his seat near the money drawer while the other two pretended to be buying something. After contracting for several minutes the native, near the money drawer, opened it, thrust his hand into it and managed to get $12.85, but was caught when about to leave the premises. Before Mr. Sercombe Smith this morning the man who stole the money was sent to gaol for three months, and his confederate for two months.

IT is officially admitted that bubonic plague has broken out again in San Francisco, although the marine hospital authorities and the local health officers in San Francisco were quite confident that the scourge had been permanently driven out. The marine hospital service is still taking heroic measures to purify Chinatown and to drive the plague infection from the city, but the task seems almost hopeless at times. Although the San Francisco newspapers do not print the news about the plague situation, and in fact do not admit that plague exists, the local health authorities have abandoned the effort to conceal the facts.

YESTERDAY morning a Chinese broker left his private rickshia on Queen's Road, Central, outside the Western Market, to go for his breakfast. The coolie, it appears, also left the ricksha. When they returned, to their great amazement, they found that the vehicle was missing. They inquired of the coolies about, and all stated that they could give no account of it, except one who said he knew where the ricksha had been taken to. He accompanied the broker and the coolie to Third Street and in a quiet corner spotted the ricksha and the thief busily engaged stripping off the brass mountings. As soon as he saw that he was traced, the man bolted, but was caught and handed over to the police. At the Magistracy this morning before Mr. Sercombe Smith he was sentened to three months' hard labour.

MR. Hamilton, who arrived at Port Darwin recently from Manila, and is said to represent a Hongkong timber syndicate, returned last week from a three weeks exploring trip down the coast in one of the local luggers, as far as the King River, which has a reputation for the number and size of its alligators. The buffalo shooters down that way—Messrs. Spencer, Cooper, and others—are said to be averaging from four to five buffaloes a day despite the growing scarcity of these animals, that were supposed to have been almost wiped out of existence so far as the mainland was concerned. So far as we can gather Mr. Hamilton came across some good patches of useful timbers, and there appears to be a prospect of arrangements being concluded for exploiting some of these.—*Northern Territory Times.*

Framing, fancy and artistically done by LeMunyon, 31, Des Vœux Road.—*Advt.*

AN old native woman was charged at the Magistracy this morning before Mr. J. H. Kemp with brutally assaulting a little girl, who had been in her charge since the 6th May last. The woman is a match-boxmaker, and the girl helped her in the manufacture of the boxes. Whenever a box was badly made the girl was brutally beaten with a stick. The girl was supposed to work from six in the morning until mid-day, when she stopped for a little food and continued her work until late at night. She was beaten about three times a day for little or nothing whatever. Yesterday morning the girl misbehaved, and the disgusting manner in which the old woman treated her is revolting beyond description. The matter was reported to the police who arrested her. His Worship sentenced the woman to three months' hard labour.

THE funeral of Signora Majeroni, the distinguished actress, who died at Carlton, Melbourne, on the 8th ult., took place in Sydney, the interment being made in the R C. section of the Waverley Cemetery, says a Sydney paper. In the presence of a number of old professional friends, and a gathering of a few hundred persons, who had either known the deceased lady by repute, or had been drawn to the Cathedral out of mere curiosity, the Rev. Father O'Gorman conducted a brief service, at the close of which the funeral proceeded to Waverley, its departure being witnessed by a number of spectators, who had assembled in the vicinity of St. Mary's. Good in tragedy, and in some charming comedy parts, it was in the romantic drama that the Majeronis excelled, and play-goers of to-day would probably be astonished at the enthusiasm they aroused in plays in which British performers would possibly have failed in pathos. Signor Majeroni, as our readers know, died a few years ago. With the death of his wife, a lady and a gentleman in the highest and truest sense of these somewhat hackneyed words, who gave the best of their talents to the stage, and whose performances were refining in the best degree, become but memories.

Mail your films and Kodak orders to LeMunyon, P. O. B. 368—*Advt.*

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

HONGKONG SANITARY BOARD.

MEETING THIS AFTERNOON.

A meeting of the Sanitary Board was held this afternoon in the Board Room. Present:—The President (Hon. Dr. J. M. Atkinson, P.C.M.O.), Hon. W. Chatham, (D.P.W.), Mr. C. McI. Messer, (Acting Registrar General), Capt. Lyons, (Acting C.S. P.), Col. Webb, R.A.M.C., Mr. Ahmet Rumjahn, Mr. E. A. Hewett, Hon. H. E. Pollock, K.C., Mr. Fung Wa Chun, Dr. Pearse, Acting M. C. H., Dr. Barnett, Assistant M. O. H., and Mr. G. A. Woodcock, Secretary.

The minutes of previnus meetings were confirmed.

APPLICATIONS.

The following applications were considered:—For the issue of a market licence in respect of No. 132 Station Street, Mong Kok; for licences to sell vegetables and fruit at Nos. 124, 126 and 128 Shaukiwan, respectively; for exemption from the provision of a backyard in respect of No. 2 Shing Wong Street, and in respect of No. 3 Shing Wong Street; for permission to erect two temporary wooden sheds on Farm Lot 23 for the purpose of housing dairy cattle; for a licence to sell fish, meat and vegetables at No. 38 Nullah Road, Quarry Bay; for permission to erect 15 water closets and two urinals at M. L. Nos. 2A.B. and 101 South Block, for licences to sell pork, poultry and vegetables at No. 46 Sai Wan O; to keep cattle on premises Nos. 11, 12 and 13, Causeway Bay; to sell fruit at No. 6 Ship Street; and to sell pork at No. 44 Nullah Lane.

The applications respecting 132 Station Street, 11, 12 and 13, Causeway Bay, 6 Ship Street and 41, Nullah Lane were refused. Those from Shaukiwan, Farm Lot 23, Nullah Road, M. L. Nos. 2A.B., 101 South Block and Sai Wan O were granted, and those respecting 2 and 3 Shing Wong Street were referred back for further particulars. It was decided to recommend the Government to notify certain villages respecting licenses for the sale of pork, poultry and vegetable.

DOGS FROM SHANGHAI.

Further correspondence relative to the prohibition against the importation of dogs from Shanghai was submitted as follows:—

H.B.M. Consulate-General,
Shanghai, 13th August, 1903.

Sir,—In reply to your letter of the 5th inst., (2718/03/ C.S.O.) requesting to be informed how many cases of rabies have occurred in Shanghai since 3rd February last, I beg to state that I have received the following report from the Municipal Health Department, Shanghai:—

"Twelve cases of rabies in dogs have come to our notice since the 3rd February last. During the same period one case of hydrophobia occurred in the person of a baby, bitten by a mad dog at Tientsin, and subsequently brought here for Pasteur treatment."—I have, etc.,

(Sd.) R. W. MANSFIELD,
Acting Consul-General.

The Hon. Colonial Secretary.

The Secretary of the Sanitary Board notified the Colonial Secretary as follows:—In view of the report the Board will not recommend the Government to withdraw the prohibition. I am directed by the President to recommend that the prohibition be extended for a further period of six months.

Mr. E. A. Hewett minuted:—With regard to the note made by the Secretary, dated 19th August, I should like to know who authorized such a statement, as I have no recollection of "The Board" coming to such a decision.

Hon. H. E. Pollock minuted:—This matter should have come up at last meeting of the Board.

The President minuted:—The Board only recommended that the prohibition should be withdrawn provided no cases of rabies had occurred since the 3rd Feb. As twelve cases had occurred it was evident that the prohibition should be extended.

Mr. Hewett spoke at length on the question, pointing out that no decision should be submitted to the Government which was not passed by the full Board, otherwise there would be no security, as in the event of members arriving at a decision, one or two members might take it upon themselves to send an entirely different report to the Government from what was arrived at by the full Board.

Hon. Pollock agreed with Mr. Hewett.

The President thought there had been some misunderstanding on the part of Mr. Hewett, and explained that the matter was considered at a meeting of the Board when it was resolved that the prohibition against landing dogs from Shanghai be withdrawn provided no case of rabies had occurred in that port since the 3rd February last. Government was informed and a communication was sent to Shanghai with the result that a reply was received to the effect that twelve cases had been reported since that date. That being so he took it that, as the Board had only decided the prohibition should be withdrawn if no cases had occurred, that it should be continued. The prohibition ceased on the 13th ult., and it was necessary that the Government should know what the Board recommended in the matter, so he took it upon himself to conclude that the members did not intend to withdraw the prohibition.

The Vice-President was of opinion that in such cases as the present the action taken was only right and proper.

After some discussion the President moved, and Capt. Lyons seconded, that the action of the President be confirmed.

Carried.

CHOLERA AT SHANGHAI.

Correspondence relative to cholera at Shanghai was laid on the table.

MISCELLANEOUS.

The usual statistics regarding mortality, lime-washing, and rats captured were submitted.

An extended account of the proceedings will appear in to-morrow's issue.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE TRAINING OF NULLAHS.

IMPORTANT IMPROVEMENT.

At the Sanitary Board meeting this afternoon the subject of the training of nullahs in the Western district was under consideration, lengthy correspondence having been submitted to the members.

The Acting Medical Officer of Health writing on 9th August said:—I am indebted to the Hon.—Director of Public Works for figures as to what lengths of nullahs have been trained, viz:—1 nullah west of the Nethersole Hospital about three hundred feet (2) Nullah west of Richmond Estate about 1,400 feet trained. The work is being continued below Bonham Road. (3) With regard to the nullah passing the Pumping Station in Bonham Road, it is still untrained above Bonham Road, and in its old rough trained condition between *Fairlea* and *Nullahside*. (4) Nullah passing Public Mortuary. There are still places where the concrete, being broken, allows still water to collect and pools would exist when the water is not in considerable quantity and not rapid. The bed of the nullah opposite the mortuary might be smoothed off. (5) With regard to the Chinese garden, mentioned in Dr. Thomson's report, p. 16, I may mention that I visited these places on the 9th May, and as a result of my visit notices have been issued calling upon the owners to remove all pots, etc., which served as breeding places for mosquitoes. These notices were complied with. With regard to the Kennedy Town nullahs, I regret that the sketch map, referred to by Dr. Thomson, has not been sent down for reference, as it is impossible without it to follow the description of the streams given. The water-cress bed, which Dr. Thomson refers to on page 17 paragraph (10), has been abolished and the swampy ground drained. This matter is, however, still under consideration as the work done was not satisfactory on the occasion of my visit on 2nd July, 1903. The Public Works Department have improved the place by forming and channelling the south end of Cadogan Street. Although not dealt with in the recommendations cited, I may add that, in view of flower gardens attached to houses being often breeding ground for mosquitoes, the public have been warned of the danger they incur by having collection of water in flower pots, etc., by advertisements in eight papers—three English and five Chinese.

The following day he wrote:—I may add that to-day I paid another visit to the flower gardens mentioned and found that although *Culex* larvæ could be found in a very few odd collections of water in broken pots, etc., yet I found a very much better state of things than on my previous visit. I saw no *Anopheles* larvæ. Larvæ were very few in number in the cemented tanks from which the gardeners dip up their water for the plants, but the few broken pots, etc., thrown aside in corners were the chief breeding places. I have again instructed the inspector-in-charge of this district to pay attention to these gardens systematically.

KENNEDY TOWN NULLAHS.

On the 3rd inst. Dr. Pearse wrote:—I visited these nullahs yesterday and found that the branch "A" is free from larvæ as it is still used by washermen. In "C" I found a very few *Anopheles* larvæ. The recent rains have caused all these nullahs to run rapidly, although they are small in volume there are not just now many still pools. "C" was not being used by washermen. I was told by one man that the Sanitary Board did not allow "C" to be so used. I, however, informed several of the men that they should use both streams and the Board might ask the police to see to this as suggested by Dr. Thomson. "B" had no small still pools for the same reason given above and I saw no larvæ there. I do not see how the suggestion of Dr. Thomson as to keeping the channels of nullahs free in the lower parts can be very well carried out short of at least a partial training of the nullahs, as during dry weather pools are bound to collect. But possibly some such partial training can be done. (7.) "D" and "E" are apparently in the same state as when Dr. Thomson reported. Possibly some partial training might be done. I found no larvæ as the streams were fairly swift and there were no standing pools in consequence. "K" is trained in its lower part below the water-cress beds. These beds are not very swampy now; although holding a large quantity of water few actual pools are present. It seems that at some seasons the beds are swamped like paddy fields and at other times are drier. I found *anopheles* larvæ, however, in one still pool at the top of the gardens. There is a certain amount of vegetation which might be cleared away at the upper part of the trained part of this nullah. (8) "F." This nullah is trained for a short distance only, and is too swift in its trained part to harbour larvæ. Above the trained part where the nullah runs amongst stones and bushes there may be mosquito pools, but the growth is so thick here that it is impossible to inspect. (9.) "G." I have mentioned already. (10.) "H." There is still a considerable piece of marshy ground at the back of the Tung Wah Infectious Diseases Hospital and on this land adjoining between the back of the Hospital and the hillside to the South of Cadogan Street. Owing to the recent rains no larvæ are to be seen now; but I have seen them in this situation on a previous visit.

The President proposed, the Hon. Pollock seconded, and it was decided to draw the attention of the Acting Captain Superintendent of Police to the subject.

ROBERT M. Will oh, editor of the *Durnad III., Clipper*, plans to walk to Cape Lisburne, on the Arctic Ocean, 8,000 miles away. His proposed route will take him through Minnesota, through Canada, following the coast from Vancouver to Cape Nome, thence to his destination beyond the Arctic circle.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

SOME AMERICAN IMPRESSIONS OF HONGKONG.

Mr. Edward F. O'Brien of the Manila *Sunday Sun* has written some of his impressions of the Colony. He says:—

Hongkong is very different from Manila. Perhaps the greatest point of difference which impresses the visitor from Manila is the almost entire absence of criticism of government. In Hongkong they are obviously too busy to worry about government. Then again the government is the result of years of colonization and is satisfactory to all but a few chronic malcontents. The administration of affairs by Sir Henry Blake, the present governor, seems to be conducted along broad, but at the same time, conservative, lines. The only fault I heard found with him was the allegation that he is too pro-Chinese in his views. However, this criticism did not seem to extend among the better class of residents of the colony.

Hongkong can boast

SOME MAGNIFICENT BUILDINGS

four and five stories high and constructed of stone and masonry. Queen's Road Central and Des Vœux Road in the heart of the business district are thoroughfares of which many European and American cities would be proud. One thing which impressed me with this part of the city, however, was that, while the buildings are massive, they are in many instances bizarre in their architecture. Much of the construction is of brick, covered with plaster and painted to resemble stone. The style is glaringly modern in many instances. Instead of noble simplicity, the Hongkong taste seems to run to frills and furbelows. Where a bit of ornamentation can be plastered on, there it is to be found. It reminds one somewhat of Chicago, except that in Chicago they usually eschew the whitened sepulchre of plastered brick and imitation stone. In Hongkong there seems to be a superfluous amount of sickly red paint. If they must imitate stone they should imitate other than sand stone. To be fair, however, it must be admitted that there are many buildings in the city constructed with a view to beauty of lines and solidity of material.

It is claimed in Hongkong that the city is second only to Liverpool in the amount of its shipping. This may or may not be so. I should not be inclined to wager any amount of money that

THE SHIPPING INTERESTS OF HONGKONG

approximate those of New York, although I must admit that the city stands near the head of the list in this respect. As an example it may be said that an amount of shipping equal to that usually to be found in the harbour of Manila might be removed from Hongkong harbour without any appreciable difference being noticeable to the eye. Without its shipping interests, Hongkong would amount to but very little, as the island virtually produces nothing. It is merely a great central port of call and trans-shipment. In this respect it is peculiar. It can imagine that fully two-thirds of the business houses and hotels of Hongkong receive their custom from transient residents of the city.

THE CLUB.

They are more English than British in Hongkong—a distinction with a difference. They resent the invidious encroachment of the foreigner—especially the German, who has substantial commercial interests in the city. The Hongkong Club, which is really the only club in the city of importance or of commercial and social recognition, is extremely exclusive. It is harder for a camel to pass through the eye of a needle than for the average American to obtain admission. I imagine, however, that the objection to Americans extends chiefly to those engaged in commercial pursuits—tradesmen in a way. And again I imagine that the opposition comes from the minority of the members of the club rather than from the majority. They are not slow to extend the temporary courtesies of the club to visiting Americans of known status. I had several kind offers of the courtesy. The same objection which extends to the American extends to the German—only the feeling seems to be more deeply rooted.

Slowly but surely, Americans are obtaining

A COMMERCIAL FOOTHOLD

in Hongkong. Of course we are weak at present but we are gaining, and not losing ground. The colony is prosperous, new buildings are constantly being erected, new enterprises entering the field.

In the matter of transportation, of course everyone know that the rickshaw and the chair are supreme. The horse is a novelty, except at the racetrack and to ride as a recreation. The Chinese coolie does all the work that the horse, mule, and carabao does in Manila—and better and with less expense. The coolies are like ants. Everywhere is evidenced their wonderful industry. Without them Hongkong could have never become what it is. With them, Manila and the Philippines might jump ahead in property at an unprecedented pace.

SHIPPING AND MAILS.

MAILS DUE.

English (*Simla*) to-morrow.
Canadian (*Tartar*) 13th inst.
Indian (*Namsang*) 14th inst.
German (*Bayern*) 15th inst.
German (*Seydlitz*) 16th inst.
American (*Coptic*) 16th inst.
Australian (*Australian*) 23rd inst.
American (*America Maru*) 23rd inst.
American (*Korea*) 1st prox.

The P. & O. Co's s.s. *Pekin* will leave for Shanghai and Japan, at 5 p.m., to-day.

The C. N. Co.'s s.s. *Kaifong* left Manila for this port on 9th inst., and is expected to arrive here on 12th inst., at daylight.

The N. Y. K. s.s. *Idzumi Maru*, Capt. M. Yagi, she is expected here on 21st inst., and sails for Bombay, via Singapore and Colombo, on 22nd inst. at 5 p.m.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

Opium for China.

(From Our Own Correspondent.)

BOMBAY, 10th Sept., 1903.

The P. & O. Steam Navigation Company's mail steamer left Bombay yesterday evening with about 1,300 chests of Malwa opium. Prices are as follows:—

Malwa (New)	... Rs.	1,300
„ (Old)	... „	1,380
„ (Oldest)	„	1,470

(Reuter's.)

—Algeria.

LONDON, 8th September.

An attack has been made on a French convoy at Elmunger, Algeria; the fighting was desperate and lasted seven hours. The French force consisted of 250 Foreign Legion and Spahis of which 37 were killed and 47 wounded.

The Balkan Trouble.

In official quarters in Sofia, it is feared that the conditions are steadily growing worse. The Macedonian organizations are straining every nerve to force Bulgaria into war. Roumania is strengthening the military posts on the Bulgarian frontier.

LATER.

A fierce brawl has occurred at Beirut between Mussulmans and Christians owing to a Mussulman having wounded an employée of the American College; the troops, who were called out, plundered two Christian houses; several killed and wounded.

LATER.

Russia and Austria have proposed that the Powers make joint representations to Sofia urging Bulgaria to sever all connection with the Macedonian Committees and warning her to expect no protection should war with Turkey break out. Germany has assented. Great Britain and Italy are willing, but France is doubtful.

S.S. "UJIMA" AT MANILA.

3,000 TONS JETTISONED.

Messrs. Jardine, Matheson & Co.* stated yesterday afternoon that they had received telegraphic information from Manila to the effect that the British steamer *Ujima*, which was many days overdue at Manila from Singapore when the last mail left, has been ashore and had to jettison part of her cargo. We have since learned that the vessel has arrived at Manila. She jettisoned about 3,000 tons of rice.

THEFT FROM MESSRS. PUNCHARD LOWTHER & CO.'S STORE.

Ip Ting, a second-hand shopkeeper, was charged before Mr. Sercombe Smith at the Magistracy this afternoon for being in unlawful possession of three steel keys, value $60, four spades, value $6 and various other iron ware, the property of Messrs. Punchard, Lowther & Co. Mr. Grist watched the case on behalf of the firm, and Mr. Looker represented the defendant.

Mr. Spafford, storekeeper with Messrs. Punchard, Lowther & Co., stated that the firm had lost about two to three hundred shovels. He branded the shovels in question, about three months ago, with the initial "C." When asked by Mr. Looker, why he did not imprint a clearer brand, he stated that they would plane it off, as they did some time before and the small letter "C" was to escape their notice.

Mr. Looker:—How much would these shovels be worth as old iron?—You do not call that old iron, do you? They are practically new shovels.

Mr. Hanson, Chief Detective Inspector, sworn, stated that at about 3.30 p.m. on the 7th inst., he visited a house at No. 30, Gilman Bazaar, which is a marine store dealer's shop. He saw defendant sitting behind the counter. He (Mr. Hanson) remained outside while Sergeant Murrison and Mr. Griffith searched the shop. The three keys, which are used for concrete, were lying at the main entrance when he arrived. He kept standing there, and Sergeant Murrison brought out the shovels. The defendant then told him that they were left there by a friend a long white ago. Two more shovels were again brought out, and as he stood tapping them, the defendant again remarked that he bought them with a set of old iron. He was then asked to proceed to the Station. Mr. Hanson further stated that he understood the defendant some nine years ago was a coxswain on the steam-launch *Perseverance*.

The defendant, stated, a marine hawker, named Ah Kum, sold the implements to him. He bought the three iron keys for $4.30 and the bolts for $2.80 per picul. The marine hawker told him he lived at No. 8, Holland Street, Shek-tong-tsui. The shovels were bought at different intervals from Ah Kum, together with a lot of old iron. He did not describe the shovels by their name, but entered them in his book as old iron.

The case was remanded.

A SAN FRANCISCO cable to the *Manila Times* states that in the suits that have been brought by the surviving passengers of the ill-fated *City of Rio de Janeiro*, and heirs of those lost when the vessel went down, the Courts have decreed they shall recover eighty-five per cent.

PLANTATION COOLIE ROWS.

AMENITIES OF A TOBACCO PLANTER'S LIFE.

(Contributed.)

The following authentic account of a planter's life on a tobacco estate in the Dutch Netherlands Indies is related by our contributor:—

Two assistants of a Deli tobacco estate were hotly discussing the merits or demerits of a headtandil in an estate, and especially the demerits of this functionary in their own plantation. The defender of the system for controlling the Chinese coolies through a mighty headoverseer of their own nationality was driven out of every position, and at last admitted, that the real and only justified reason of existence for the functionary was the necessity for the manager to know everything which was going on under the coolies, to be always warned in time of a brewing mischief. That the headtandil generally was a greater and much more dangerous scoundrel than any other Chinaman on the estate, a traitor to the proprietors and a never satiated leech for the coolies, and that some of the headtandils were chiefs of secret societies, and others monsters of depraved morals had long been admitted, and this last argument, that the man had to be a reliable spy against his own countrymen and in the interest of the general security must enjoy an income and an authority above that of the average assistant, broke the last dam of the younger assistant's impatience.

"And did not you tell me yourself that Tan A-hok (the headtandil) knew the whole arrangements of Buonicolli's murder eight days before the foul deed came off? Where then, is the use of this infernal scoundrel? By Jove, if the fellow has the cheek to give me such impudence, as he did to K. only last week, I will strike him down, even if he were in the middle of his 450 coolies."

"Oh! Mr. S.," broke in the manager, who, unperceived, had approached the disputants and overheard the last part of the conversation, "if this is really your resolution, I shall not be at rest for a moment, knowing that you are the man to keep your word. Only ten months ago one of my assistants was murdered, and I am in deadly fear of another outbreak, and wish you would leave at once."

"So I intend doing. Good morning, gentlemen."

In the evening the other assistants gave the departing man a farewell dinner in the house of one of their number, a Scotsman, who had joined the estate after Buonicolli had been murdered. At a late hour the murder was mentioned again; and the oldest assistant told the gruesome story to his comrade.

It happened at the time of the last (1885) crop, which had not been a very great one, early rains having spoiled a considerable part of the plants, which are sold by the coolies to the estate. The official fiction classifies the plants into eight sorts, the smallest and most neglected being taxed at one dollar a thousand, and the best at eight. Good average tobacco is supposed to be paid at $6 per thousand plants. After cutting the main plant, a second growth, called tonas, was allowed to be cut and paid half the price of an original tree. A coolie, who has planted 16,000 trees and cuts in addition to those 8,000 tonas would, therefore, draw 16 × 6 plus 8 × 3 dollars = $120. This represents the income for about nine months, say from January to October. From October until January the coolies do the sorting of tobacco or other work for which they are paid daily.

Against the crop all payments received during the first nine months are counted and the rest is paid either in one lump sum or in instalments during the time of the shedwork. Most managers prefer to pay the whole balance at once, and as the day fixed for settling, theatre troops and the delegates of the licensed gambling farm make a triumphant entry into the estate. the headtandil, generally, is the greatest shareholder in the gambling farm and with a fatherly grin he visits the drying sheds set apart for the amusement of the many hundreds of his sub-ordinates, and there for several days, sometimes even for a whole week, they enjoy a spree in unlimited pork, sweetcakes and opium, while the noir of shrill voices of young actors pierces above the beating of the gongs and the screams of the horrible clarionets. The dice are rattling day and night and the premises of the headtandils are swarming with hungry and exhausted looking faces of gamblers, who already have lost the entire earnings of a year of hard toil. The house is ringing with money and my dozens of bankrupts put a cross against their names on the large sheet, which dooms them anew to hard slave work for at least five months. The form of contract is similar to that of the Sing Kehs (new men), being for three years, but a good and ambitious coolie can easily earn $30 hand money above the monthly advances in the next year, and the wild spree with all its fearful will recur in twelve months after the musicians, the actors and the licensed gamblers and their camp followers have parted with the fruit of a year's hard labour of many hundred coolies. Only very few of them keep their head sufficiently cool, to return to the Very Middle Kingdom, or to send their savings or initial winnings at the green-horn home to their relations. But this tremendous, all-devouring spree is the one feature of tobacco coolie's hard life. For this week immoderate enjoyment, and five more days the Chinese new year, he is content to work another year as hard as his stiffened muscles will allow, aided by the nerve-stimulating and nerve-destroying opium. A bad crop very often kills the hopes of even the most laborious coolies, but all Chinese present a firm front to the planter, when the time of receiving their crop arrives. Even in a good year they are never satisfied with the price paid for their tobacco, although the average of $6 (or one thousand plants has long risen to more than $7. The receiving time is utterly trying for the nerves of the assistants, who are bound, by the manager, not to receive above a fixed average, while the coolies, on the other side, very soon pass from discontent to loud murmurs and even insults, quickly followed by assault. Happily, in many cases, the revolt terminates with nothing worse than a severe beating, leaving more wounds and bruises on the assistant's body than its surface contains square inches. Even popular assistants are often treated in a similar manner for merely receiving the crop at its true value. By far the greater number of assistants, in order to pacify the coolies make a compromise between their own conscience or fear and the managers' orders and receive a much larger number of tobacco trees than have ever been planted or cut. The result of the revolt is much more dangerous when either the manager or the assistants are disliked, or when a bad crop threatens to reduce the coolies' earnings to a minimum. After many days of sulky growling and more or less open conspiracy and threats, a mob of more than a hundred Chinese against a single European, gather at the man's house or assault him openly in the field. Nobody, who has ever stood this kind of attack or escaped it, hurt or unhurt, will, as long as he lives, forget the brutal noise, the passionate fiendish faces, the lifted parangs (garden knives fixed on sticks) and hoes, and the unearthly yells and roaring, of the revolt, which generally leaves a bloody, mangled corpse, or parts of a corpse in the field. It even happens—and, this was a feature in Buonicolli's case—that hundreds of coolies will simply sit in court over their superiors and cold-bloodedly decide to murder one or all of them. Often their fury is really directed against the manager, but the victim is generally an assistant, and perhaps the least offensive of the lot. And notwithstanding the overwhelming number of the coolies, they generally have a very sound respect for the arms of a fighting man, who will with anything laying handy endanger the much valued lives of the first row in the attacking force. As a rule they choose a weaker man and one who can be easily overpowered.

It was stated that in Lingga, after the death of at least one European had been decided upon, the dice indicated Buonicolli as the victim, and two coolies, who were intimate friends after the fashion of Chinese coolies, as executioners. The two scoundrels started the row by loudly complaining about the receiving price. Suddenly one of them struck the assistant, a young man, scarcely more than 20 years old, a blow with the heavy parang, which fractured his skull. Like a tiger B. jumped at his adversary and threw his arms around him with such a force, that the second murderer had to cut through one arm no less than four times, before he could deliver his friend from the young man's grasp.

de M., a Frenchman, and the oldest assistant on the Lingga estate, where this murder occurred, with a kind of savage satisfaction at being the only man in the company who had seen the corpse, specified the horrible wounds, thirty-nine in number and then added: "It was here, on this verandah, that we deposited the bleeding corpse, just where your table stands, Kennedy; perhaps the spot is still marked?' And so it was. The unpainted floor had been soaked with the blood of the fearfully butchered man and a faded, but quite recognizable, human form was still imprinted on the plank.

There were four earnest faces bent over the spot and the conversation, which had formerly been so animated, ceased. We very soon departed in different directions to our far away houses. Before I left, Kennedy, who had been living in that house four months without even knowing that it had been used by the murdered youth, said to me: "I'll have those planks planed to-morrow, until the form disappears—or the planks."

The next morning I left Lingga, where I had had my first employment as a tobacco planter after only seven months' service. I was the assistant, who did not like the impudence of Tan A-hok, headtandil of Lingga, who on his knees confessed to the manager that he had known all arrangements about the foul murder beforehand, but dared not give it away for fear of being killed himself. I had met Buonicolli a few times in Medan, the capital of the tobacco districts in Sumatra, and know that he was a favourite with almost everybody on the estate.

I have also known personally D., who was murdered by his own coolies at Gl. estate, 8 miles from Lingga, and T., who was slain with hoes by a gang of 12 coolies in the former Sugut estate, British North Borneo. Both were exceptionally quiet and harmless fellows. D. was known for years never to have struck a single blow at a coolie, and T. was far too soft for the wishes of his manager, whom these scoundrels really wished to murder, but dared not. I further knew R., assistant of Bekri, who, at the time of a general coolie row, was thrown in a river with 18 inches of water, and held down by a dozen coolies until he was drowned. The manager of Rimbun heard the infernal noise which accompanies every Chinese row, drove the spurs in the flanks of his horse and arrived just in time to save the insensible R., after dispersing the cowardly murderers with a few revolver shots. Rimbun and Bekri are lying in one row on a single road between Lingga and Glugur. According to an old Rimbun custom, at every crop one or two assistants are thrashed half dead. The other three estates were the theatre of two murders and one foul murderous assault on European assistants.

Such is life—tobacco planter's life—and sometimes his end. At least twenty planters died that dog's death at the hands of Chinese coolies.

F. M. J. S.

RUBY mining is largely a lottery, and, after several years of moderate prosperity, the Burma Company has to report a deficit on the last twelve months' working owing to floods and barren ground. The deficiency is trifling, and still leaves a substantial balance in hand. A renewal for twenty-eight years of the Company's lease is some compensation for the temporary cessation of dividends.

THE WILD TRIBES OF THE PHILIPPINE ARCHIPELAGO.

II.

Having dealt with the pagan tribes of the Philippine Archipelago, I will turn to the Moros of Mindanao and the Sulu group, drawing attention at the outset to the mistaken impression that the Moro of the Philippine is a Moro, only in name. Columbus, when he first discovered America, believed he had found some part of India, and called the inhabitants Indians. So with the Spaniards when they first arrived in the islands and met many Mohammedans, they immediately concluded they were a branch of the dreaded Moor family, and termed them Moros—the Spanish name for Moor. It is the general belief that they are the descendants of the Dyaks inhabiting Borneo and Celebes. How many of them came to the Philippines in the first instance, is not known, but that infusion of Dyak blood has resulted in a race in every way distinctive from the various pagan tribes, or families of higher civilization pertaining to the Filipino race. From the early days of the Spanish occupation to about 1870, they were masters of the seas bordering on the vast archipelago, and were generally known as successful pirates. Along the coast of the northern islands, are high, stone towers, built years ago by the natives, from which they could keep an eye on the Moro and give warning of his approach.

THE MORO STILL A SAVAGE.

The Moro of to-day is as much a savage as were his forefathers. When brought in close touch with civilization, he is an artisan, but for the most part, he remains a fisherman, glorying in being a "first class fighter". While he knows nothing of firearms, he excels in the use of buckler, lance and sword, which are his inseparable companions. He sleeps with them, and fights equally well on foot, on horseback, or in his fleet war canoe. And not unlike the Dyak of Borneo, he is absolutely indifferent to bloodshed or suffering, and will take the life of a slave or stranger, merely to try the keenness of a new weapon. Looking upon work as a disgrace, his scheme of life consists in making slaves of less warlike men, and taking their women for his harem.

RULED BY DATTOS.

A visit to Mindanao will shatter many preconceived notions, one of them being that the Moros are a united people, under one powerful chief, the Sultan. There is a semblance of a central government, the race being divided into many different tribes, each with its autocratic ruler—a datto, whose command is law. Much bitter rivalry exists between these different tribes, and should the government be at war with any of the others, it would not involve third parties. If the dispute has religious trouble at its base, then the Moros would fight as a united people. It has also been taken for granted, that the Sultan of Sulu is at the head of all the Mahommedans. This, however, is in no sense true; for, while the Sultan has his own people, who, like the Moros of Mindanao, are Mahommedans, there is no tribal or religious affiliation. The Sultan of Sulu is not the temporal ruler over the Moros of his country, his dominion over many being merely nominal, while over others he has no authority at all.

Since the signing of the treaty in 1898, by General Davis, on behalf of the American Government, and the Sultans of Mindanao and Sulu on the part of the Moros, the government officials have dealt directly with the individual dattos, for they are the recognized big men among the Moros.

THE MOROS ARE WARLIKE.

Although the Moros have ceased to be pirates they are nevertheless still the bold warriors of old, and being built only for the fatigues of war, they look upon work with a warrior's contempt. The fact that they are as warlike to-day as their ancestors may be judged by the innumerable forts dotting the country in which they live. They are almost impregnable and can be seen every few miles. In fact, all the cottas (villages) are forts entirely surrounded by most formidable trenches and built with high and thick stone walls having many loopholes, from which those within the fortification fire their lankatas (a sort of cannon) at any approaching foe. The strength of these forts may properly be conceived from the fact, that during a fight several months ago, it required two days and nights for a battery of artillery to demolish the walls.

The tribe always live along the seacoast, or rivers running into the interior—and in the Lake Lanao country there is a large colony of them. These people are more warlike than the other tribes and for years have been at variance with government troops. They are known as the Lake Lanao Moros, and are greatly opposed to any form of Christian rule, religion or customs. The people are fanatics of the worst sort, and one of their most fanatical beliefs, is that if they kill a Christian they will go straight to eternal paradise, where they will find a harem containing from fifteen to twenty wives. Judgment gives way to the desires of eternal bliss, and they will run amok, killing every Christian in sight. Single handed they will attack half a dozen armed soldiers, caring naught for death, which, they believe, entitles them to due recognition in the other world if met while fighting.

THE MOROS WILL NOT WORK

any more to-day, than their ancestors did centuries ago, and, as already pointed out, their pastime is waging war upon less warlike tribes and enslaving the men to work for them. As a test, nearly two years ago, the government tried to have them work on a new military road from Iligan along the seacoast to Camp Vicars, located about a hundred miles in the interior. The different dattos were consulted, and after considerable parleying and many promises made they agreed to compel the Moros they ruled to work on the road. Gangs of these men finally reported to the officials in charge of the road construction and were put to work, but soon tiring of their new field of labour, one by one, they walked away until the gangs, numbering hundreds of Moros, dwindled to none. Such was the government's experience with Moro labour. The road, which was ultimately completed by soldiers after months of hard labour, opens up one of the wealthiest, and, until recently, an unknown part of the island of Mindanao.

THERE ARE MANY GLADIATORS AMONG THE MOROS.

Every cotta has its gladiator and every tribe its champion; there is consequently great rivalry among them and fights for the championship of the tribe are frequent. These men will often fight for the datto's place, the victorious contestant in the latter case being proclaimed sub-datto of a cotta, or even a tribe. Although it is to the death, a gladiator's fight with the Moros is looked upon in the same light as a boxing match in America or most countries in Europe, and the approaching day of the event causes no little excitement in nearly all Moro homes. The fight takes place in a ring, about the same size as the one used for a prize fight, and the gladiators, generally tall, gigantic, armed with broad and long-bladed swords, step into the ring as unconcerned as though they were merely spectators instead of the principals in a deadly combat. At their every movement, the protruding muscular veins denote great physical strength. The fight is generally fast and furious, and sometimes lasts a full hour, during which can be heard a great clicking from bright, shining steel, as the blades meet during the plunges and parries. Perhaps, early in the fight one of the contestants is wounded,—often both receive a wound; but still the fighting continues, altogether blood in small rivulets is fast streaming down the bodies of the gladiators. Finally, strength gives way to exhaustion, and the battle comes to its sad end—fatal for one of the principals, who falls dead or badly wounded, amid great cheering and yelling from the assembled throng. The victor is triumphantly carried upon the shoulders of admirers to the village, where a great feast awaits the crowd, while the dead or wounded gladiator is removed from the field, generally by a less admiring crowd than that which greets the victor.

JAS. EDGAR SMITH.

JAPANESE INFLUENCE IN CHINA.

A RAPIDLY GROWING ASCENDANCY.

Some interesting particulars illustrating the ascendancy which Japanese influence has secured over China since the upheaval of 1900 was given in a Press Association Special Service letter recently despatched from Pekin. This ascendancy has, the correspondent says, attracted little attention because it has developed so gradually and quietly, but nevertheless it is probably the most important result of that campaign, and one which may have the greatest consequences to the politics of the Orient. Many influential Chinese have been awakened by the easy capture of their capital and the Russian absorption of the ancient seat of their dynasty to an appreciation of China's helplessness, and are turning to Japan, as a neighbour who raised herself from the same position, for help. Japan, for her part, makes no secret of her policy to unite the two great East Asiatic native in an alliance which will enable them to hold their ground against the aggressions of the West. To this end she desires to modernise China by persuading her to adopt the Western methods and machinery necessary to make her independent, as Japan has done. Understanding the Chinese and associating with them intimately as no Europeans could and as only the Russians among European peoples can attempt to do, the Japanese are peculiarly fitted for this work.

The most noticeable evidence of Japanese progress is the great number who have settled in Northern China since the Boxer rebellion. Most of these immigrants are engaged in trade in a small way, and are able to meet the requirements of Chinese retail trade in a manner that the foreigner cannot.

Politically there is still greater progress. High Chinese officials have visited Japan's exhibition at Osaka, and have returned with their eyes opened to the advantages of Japanese institutions.

There are now 200 Japanese employed in the Chinese army. All are in the northern and central sea-coast provinces, and have superseded all other nationalities. It is believed that the Japanese Government details these officers to serve without pay from China, the object being to reorganise the Chinese army.

The most significant feature of Japanese progress is the manner in which Japan is educating "young China." Six months ago there were 1,000 Chinese students in Tokyo; there are now 2,000. They are from the best families in China, many of them the sons of the highest officials and nobility. A part are from the Manchus, the ruling race, and, more wonderful still, there are some hundred or more girls.

The result of the experiment of making Japan the schoolmaster is watched with great interest in China. Mr. Wang, the Chinese Superintendent of Education in Japan, finds his task no easy one. His wards, he says, are fast losing their reverence for authority and for the ancestral traditions, and some have gone to the scandalous extreme of adopting foreign dress. Young China is rubbing elbows with young Japan, and is encountering new ideals—freedom of speech and of the Press, and representative government. These subjects the Chinese students discuss in their societies. If these 2,000 students remain long enough in Japan absorbing liberal ideas of government and organising societies for the promotion of their views, it would not be surprising on their return to China if they formed the nucleus of a peaceful reformation or possibly a revolution against the Manchu dynasty. Japan is teaching the Chinese young idea how to shoot in more senses than one.

COMMERCIAL.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	1/10 7/6
„ Bank Bills, on demand	1/10⅛
„ Credits, 4 months' sight	1/10 13/16
„ D'ments 4 months' sight	1/10 15/16
ON BERLIN, (demand)	M. 1 91
ON PARIS, Bank Bills, on demand	2 35½
„ Credits, 4 months' sight	2.37
ON NEW YORK, Bank Bills, on demand	45⅞
„ Credits, 30 days' sight	46⅛
ON BOMBAY, Telegraphic Transfer	139½
„ On demand	139⅞
ON SHANGHAI, Telegraphic Transfer	72⅜
„ Private 30 days' sight	none.
ON YOKOHAMA, T.T.	90⅜
Sovereigns, Bank's Buying Rate	$10 90
Gold Leaf 100 touch, per tael	57 00
Bar Silver	68⅛

OPIUM QUOTATIONS.

To-days' quotations are as follows:—

		Per chest
MALWA NEW	@	No Sales
„ LAST YEAR	@	940/970
„ OLDEST	@	1,010/1,060
PATNA NEW	@	1,105
„ OLD	@	No Sales
BENARES NEW	@	1,102½
„ OLD	@	No Sales
PERSIAN (PAPER)	@	760/850

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, on SATURDAY, the 12th September, 1903, at 11 A.M., at their SALES ROOMS, No. 8, Des Vœux Road, Corner of Ice House Street, SUNDRY HOUSEHOLD FURNITURE, Comprising:—

DOUBLE IRON BEDSTEAD with WIRE MATTRESS, SILK TAPESTRY DRAWING-ROOM SUITE, ICE CHEST, BOOK-CASES, MOROCCO-COVERED DINING-ROOM SUITE, SHOWCASE, COUNTER, WRITING DESKS, MARBLE-TOP WASH-STANDS, TEAKWOOD SIDEBOARD with BEVELLED GLASS, PICTURES, DISH COVERS, &c., &c.;

ALSO

One NEW CONCERT PIANO, by Fandel and Philips, London; Three SCALES, Four IRON SAFES (One by Lowe, London), and One COOKING MACHINE.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 10th September, 1903. [1102e

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on WEDNESDAY, the 16th September, 1903, at 2.30 P.M., at No. 13, KNUTSFORD TERRACE, THE WHOLE OF THE HOUSEHOLD FURNITURE, therein contained, Comprising:—

SILK TAPESTRY-COVERED DRAWING-ROOM SUITE, DOUBLE and SINGLE IRON BEDSTEADS with WIRE and RATTAN MATTRESSES, TEAKWOOD OVERMANTEL with GLASS, DINNER WAGGON, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, CARD TABLES, PICTURES, DINNER SERVICE, GLASS and CROCKERY WARE, COOKING STOVE and UTENSILS, &c., &c., &c.

ALSO

One LADY'S and One GENT.'S BICYCLE, One RICKSHA, One CROQUET SET and One IRON SAFE.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 10th September, 1903. [1103e

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, on SATURDAY, the 26th September, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to the 26th September, both days inclusive.

DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, 10th September, 1903. [1104e

FOR YOKOHAMA, KOBE AND TSINGTAU.

THE N.D.L. Steamship "FREIBURG," Captain Prüsch, will be despatched for the above Ports on THURSDAY, the 17th instant, at Daylight.

For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 10th September, 1903. [1105e

WANTED AT ONCE.

LESSONS IN SHORTHAND. (Advanced instruction). Apply, stating terms, &c., to— "STENOGRAPHER," C/o. This Paper.

Hongkong, 31st August, 1903.



To-day's Advertisements.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "CATHERINE APCAR," Captain A. Stewart, will be despatched for the above Ports, on TUESDAY, the 15th instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 10th September, 1903. [1106e

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

From	Steamers	Due
GLASGOW and LIVERPOOL.....	"JASON"	On 17th September.
GLASGOW and LIVERPOOL.....	"PAK LING"	On 23rd September.
GLASGOW and LIVERPOOL.....	"CALCHAS".....	On 1st October.
GLASGOW and LIVERPOOL.....	"TANTALUS".....	On 7th October.
GLASGOW and LIVERPOOL.....	"ANTENOR"	On 24th October.
GLASGOW and LIVERPOOL.....	"OANFA".....	On 31st October.

HOMEWARDS.

For	Steamers	To sail
MARSEILLES, L'DON & A'WERP..	"KINTUCK"	On 15th September.
*LIVERPOOL	"PINGSUEY".....	On 19th September.
MARSEILLES, L'DON & A'WERP..	"GLAUCUS"	On 29th September.
MARSEILLES, L'DON & A'WERP..	"AGAMEMNON"	On 13th October.
*LIVERPOOL	"JASON"	On 23rd October.
MARSEILLES, L'DON & A'WERP..	"PAK LING".....	On 27th October.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

For	Steamers	To sail
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, *viâ* NAGASAKI, KOBE and YOKOHAMA.	"CALCHAS".....	On 2nd October.
	"OANFA".....	On 2nd November.

S.S. "MACHAON" left Victoria 2nd inst. for Japan and Hongkong.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th September, 1903. [8

CHINA NAVIGATION CO., LIMITED.

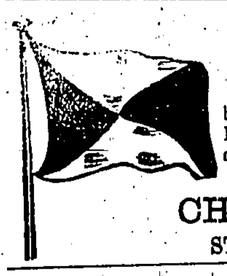
For	Steamers.	To Sail.
SHANGHAI†	"KALGAN"	11th September.
CHEFOO and NEWCHWANG.....	"SZECHUEN"	12th "
YOKOHAMA and KOBE.....	"CHINGTU"*	14th "
SHANGHAI†	"CHINKIANG" ...	14th "
MANILA	"KAIFONG"*	16th "
CHEFOO and TIENTSIN	"NANCHANG" ...	23rd "
MANILA	"CHINGTU"*	5th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"*‡.....	5th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.
N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th September, 1903. [7

Hongkong-Manila.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)...	SATURDAY, 12th Sept., at 10 A.M.
RUBI.....	2540	R. W. Almond ...	MANILA (DIRECT)...	SATURDAY, 19th Sept., at 10 A.M.
PERLA.....	1980	J. McGinty.....	CEBU and ILOILO ...	SATURDAY, 19th Sept., at 4 P.M.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 5th September, 1903. [1208d

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR
PORTLAND, OREGON,
OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons.	Captain	To Sail
"INDRASAMHA"	5,197	W. E. Craven	Sept. 13, 1903.
"INDRAVELLI"	4,899	R. P. Craven	Oct. 14, "
"INDRAPURA"	4,899	A. E. Hollingsworth	Nov. 14, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

1266c] ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI (DIRECT)	"DAIJIN MARU"	T. Ogata	FRIDAY, 11th Sept.
FOR ANPING*	"MAIDZURU MARU"	K. Akashi	SUNDAY, 13th Sept.
FOR TAMSUI*	"DAIGI MARU"	T. W. Groves.	THURSDAY, 17th Sept.
FOR FOOCHOW*	"ANPING MARU"	J. Goto	—

* *Vid* SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.
By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtsze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA'S steamers from Shanghai.
For Freight, Passage and further Information, apply at the Co.'s Local Branch Office, at No. 8, Des Vœux Road Central.

T. ARIMA, Manager.

Hongkong, 9th September, 1903. [1379c

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA,

REDUCED SALOON PASSAGE MONEY.

SINGLE, $20. RETURN, $35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th July, 1903. [804e

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer
"KWONG CHOW,"
1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.
Passage Fare. $4 Single Journey.
Meals $1 each.
The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,
No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [322e

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"YUENSANG,"
Captain S. J. Payne, will be despatched as above TO-MORROW, the 11th instant, at 4 P.M.
This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light and carries a doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 5th September, 1903. [1084e

REGULAR STEAMSHIP SERVICE TO NEW YORK,
VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.	About
"BRAEMAR".....	12th Sept.
"SATSUMA".....	23rd Sept.
"SHIMOSA".....	10th Oct.
"KURDISTAN".....	24th Oct.
"RICHMOND CASTLE".....	7th Nov.

For Freight and further Information, apply to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 3rd September, 1903 [339d

TOYO KISEN KAISHA

MANILA LINE.



REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	H. S. Smith ...	3,876	WEDNESDAY, 16th instant, at 11 A.M.
ROHILLA MARU	E. P. Bishop ...	3,869	TUESDAY, 22nd instant, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 9th September, 1903. [171c

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.
FARE:—(Week Days) 1st Class (including cabin and servant), $3; Return Ticket, $5.
2nd Class, $1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, $2; Return Ticket, $3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, $5. On Sundays, $5 extra will be charged for each cabin with accommodations for two or more passengers.
WHARF—At the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

WING ON & CO.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 7th September, 1903. [1073e

NAVIGAZIONE GENERALE ITALIANA,
(*Florio and Rubattino United Companies*).

STEAM FOR
BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA,
ALSO
VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.
Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.
THE Steamship
"ISCHIA,"
Captain Maganzini, will be despatched as above TO-MORROW, the 11th instant, at Noon.
At BOMBAY, the Steamer is discharging in VICTORIA DOCK.
For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 10th September, 1903. [1080

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship
"HAICHING,"
Captain Passmore, will be despatched for the above Ports, TO-MORROW, the 11th instant, at 10 A.M.
For Freight or Passage, apply to
DOUGLAS, LAPRAIK & Co.,
General Managers.

Hongkong, 8th September, 1903. [1097e

NIPPON YUSEN KAISHA.

FOR MANILA.
THE Company's Japanese Mail Steamship
"KUMANO MARU,"
5,076 Tons, Captain A. E. Moses, will be despatched for the above Port TO-MORROW, the 11th instant, at 4 P.M.
This Well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.
For Freight or Passage, apply to
T. S. TAKAYANAGI,
Acting Manager.

Hongkong, 5th September, 1903. [1087e

FOR CHEMULPO, DALNY AND PORT ARTHUR,
(Calling at SHANGHAI).
THE Steamship
"PRONTO,"
Captain Grandt, will be despatched for the above Ports, on SATURDAY, the 19th instant, at Noon.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 9th September, 1903. [1099e

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 26, Connaught Road Central.

Hongkong, 9th February, 1903. [20

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.
(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)
THE Company's Steamship
"PERSIA,"
Captain Craglietto, will be despatched as above on SATURDAY, the 19th September, P.M.
This steamer has capital accommodation for passengers. Electric light and carries a doctor.
For Information as to Passage and Freight apply to
SANDER, WIELER & Co.,
Agents,
Prince's Buildings.

Hongkong, 24th August, 1903. [963e

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"EASTERN,"
Captain W. Ellis, will be despatched for the above Ports, on WEDNESDAY, the 23rd September, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric-light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 27th August, 1903. [1042e

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.
THE Company's Steamship
"NORDKYN,"
Captain A. Beer, will be despatched as above on or about WEDNESDAY, the 30th September.
For Freight, &c., apply to
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 29th August, 1903. [1059e

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 11th May, 1906 [38

JUST LANDED.

A VARIED ASSORTMENT of well known COLGATE'S PERFUMERY in 2 and 4 oz. bottles suitable for presentation, and also COLGATE'S CASHMERE BOUQUET TOILET SOAP.

H. RUTTONJEE,
No. 5, D'Aguilar Street,
and
36 and 38, Elgin Road, Kowloon.

Hongkong, 9th September, 1903. [1100e

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, $100 Per Annum.
PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK INCLUDING:—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out Ports to fit up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD,

For full Particulars, &c., &c., Apply to
W. STUART HARISON,
A.M. INST. C.E.,
Manager.

Hongkong, 2nd April, 1903. [20

TSU FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central,
Hongkong, 28th November, 1902. [299e

GRIMAULT'S SYRUP
OF
HYPO-PHOSPHITE of LIME
FOR DISEASES OF THE CHEST

All suffering from **Catarrh, Consumption, Obstinate Coughs or Colds** and those affected with disease of the **Chest, Lungs and Bronchial Tubes,** should take

GRIMAULT'S SYRUP of HYPO-PHOSPHITE of LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medecines have failed.

Grimault's Syrup immediately arrests the Cough, Spitting of blood and Nightsweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of Imitations.

GRIMAULT & Co, Paris. Sold by all Chemists

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS,—*Telegraph*, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Cochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail
The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....	$ 2.85
One month	7.20
Two months	13.00
Three "	20.00
Six "	37.50
Twelve "	73.00

No charge less than one dollar.
Discount allowed on—
3 Months Contracts..... 5 per cent.
6 " 10 "
12 " 25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages $1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.
Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.
Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.
PROGRAMMES,
PAMPHLETS,
CARDS,
CIRCULARS,
EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors and remarkably cheap at
THE HONGKONG TELEGRAPH
OFFICE.

Estimates given for all classes of work on application to
THE MANAGER,
HONGKONG TELEGRAPH CO., LD.,
1, Ice House Road,
Hongkong.

Intimation.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 14th January, 1903.

Shipping.

Arrivals.

Tai Lee, Ger. s.s., 878, Michelsen, 9th Sept.,—Iloilo 5th Sept., Sugar and Gen.—Meyer & Co.

Phra Chula Chom Klao, Ger. s.s., 1,568, Bohn, 9th Sept.,—Bangkok via Koh-si-chang 3rd Sept., Rice and Gen.—B. & S.

Clara Jebsen, Ger. s.s., 1,103, Bendixen, 9th Sept.,—Hongay and Hoihow 6th Sept., Coal and Pigs.—J. & Co.

Wingsang, Br. s.s., 1,517, Sellar, 10th Sept.,—Hankow 2nd Sept., Rice.—J., M. & Co.

Tingsang, Br. s.s., 1,045, Anderson, 10th Sept.,—Canton 9th Sept., Gen.—J., M. & Co.

Kalgan, Br. s.s., 1,142, Speed, 10th Sept.,—Ganton 9th Sept., Gen.—B. & S.

Feiching, Ch. ss, 980, Spear, 10th Sept.,—Hankow 3rd Sept., Gen.—C. M. S. S. Co.

Braemar, Br. s.s, 2,316, Watt, 9th Sept.,—Amoy 8th Sept., Gen.—D. & Co., Ld.

Canton, Br. s.s, 1,110, Muir, 10th Sept.,—Canton 9th Sept., Gen.—J., M. & Co.

Finsbury, Br. s.s, 1,000, Jones, 10th Sept.,—Hamburg 21st July, and Port Said 10th Aug., Gen.—S., W. & Co.

Clearances at the Harbour Office.

Daijin Maru, for Swatow.
Pak Kong, for Macao.
Bygdo, for Hongay.
Hoi Ho, for Canton.
Feiching, for Canton.
Wakasa Maru, for Kobe.
Kwongchow, for Canton.
Chan On, for Wuchow.
Wo Kwai, for Wuchow.
Hongbee, for Amoy.
Wingchai, for Macao.
Olympia, for Shanghai.
San Cheong, for Canton.
Ilha Verde, for Macao.
Madeleine Rickmers, for Bangkok.
Tatshun, for Swatow.
Haiching, for Swatow.

Departures.

Sept. 10.

Olympia, for Tacoma.
Pekin, for Shanghai.
Telemachus, for Swatow.
Huron, for Moji.
Hanoi, for Haiphong.
Anping Maru, for Swatow.
Mogul, for Singapore.
Lothian, for Moji.
Kwellin, for Canton.
Tatshun, for Hoihow.
Tyr, for Hongay.
Madeleine Rickmers, for Bangkok.
Feiching, for Canton.
Wingsang, for Canton.

Passengers arrived.

Per *P. C. C. Klao*, from Bangkok, &c.—Mr. Heroshi Nito, and 16 Chinese.

Shipping Reports

Str. *Tailee* from Iloilo:—W'ly winds, rainy.

Str. *Wingsang* from Hankow:—Light to moderate S.E. breezes and cloudy.

Str. *Phra Chula Chom Klao* from Bangkok:—Wind and sea moderate, heavy rain the last day.

Str. *Feiching* from Hankow:—From Woosung to Lammocks, light S'ly winds and fine weather, thence to port moderate N.N.E. wind, and heavy rains.

Hongkong & Whampoa Dock Returns.

Hygeia	at	Kowloon	Dock.
H.M.S. Fame	"	"	"
Forthbank	"	"	"
Pembroke hire	"	"	"
Holstein	"	Cosmopolitan	"

Ships Passed The Canal.

Outward—12th August—*Fairlie, Regina.* 14th August—*Agamemnon, Lennox, Simla Australian, Brisgavia.* 19th August—*Indramayo, Benlawers, Simoom, St. Fillans, Freiburg.* 21st August—*Jason, Java.* 25th August—*Glenshiel, Ceylon.* 28th August—*Macduff, Nurnberg, Kanagawa Maru, Annam, Candia, Pak Ling.* 1st September—*Glengarry, Nippon, Prometheus, Glenlochy, Hermann, Lercne.* 5th September—*Hermiston, Rickmers, Sophie, Calchas, Kaisow, Stentor.* 8th September—*Shanghai, Trieste, Monmouthshire, Roon.*

Homeward—14th August—*Amana.* 5th September—*Yarra.* 8th September—*Japan, Sanuki Maru, Wurzburg.*

Arrivals at Home—12th August—*Canton.* 14th August—*Hyson, Kawachi Maru, Nubia.* 19th August—*Hudson, Alcinous, Preussen, Ernest Simons, Flintshire.* 21st August—*Bingo Maru.* 25th August—*Kostroma, Glenfarg, Polynesien, Suevia, Vindobona.* 28th August—*Manila.* 1st September—*Princesse Marie, Benlomond, Tamba Maru.* 5th September—*Arara, Tiberghien, Manchuria.* 8th September—*Glenesk, Prinz Heinrich, Hamburg.*

Steamers Expected.

Vessels.	From	Agents	Due
Simla	Singapore	P. & O. Co	Sept. 11
Kaifong	Manila	B. & S.	Sept. 12
Tartar	Japan	C. P. R. Co	Sept. 13
Kinshiu Maru	Singapore	N. Y. K.	Sept. 13
Namsang	Singapore	J., M. & Co.	Sept. 14
Bayern	Japan	M. & Co.	Sept. 15
Seydlitz	Singapore	M. & Co.	Sept. 16
Coptic	Japan	O. & O. Co	Sept. 17
Freiburg	Singapore	H. A. L.	Sept. 21
America Maru	San F'cisco	P. M. Co.	Sept. 23
Australian	Sydney	G., L. & Co	Sept. 23
Korea	San F'cisco	P. M. Co.	Oct. 1
Indravelli	Portland	P. & A. Co.	Oct. 5

Vessels in Port.

STEAMERS.

An Pho, Br. s.s., 996, Kynoch, 8th Sept.,—Saigon 4th Sept., Meal.—B. & Co.

Arnold Luyken, Ger. s.s., 1,095, Ueberfeldt, 1st Sept.,—Saigon 28th Aug., Flour.—E. A. T. Co.

Bangkok, Ger. s.s., 1,237, Busche, 6th Sept.,—Bangkok 30th Aug., Rice.—Order.

Borneo, Ger. s.s., 2,068, Muhle, 3rd Sept.,—Sandakan 28th Aug., Timber and Gen.—M. & Co.

Bygdo, Norw. s.s., 771, Gundersen, 31st Aug.,—Canton 30th Aug., Gen.—Yep Sen & Co.

Catherine Apcar, Br. s.s., 1,730, Stewart, 6th Sept.,—Calcutta 22nd Aug., Penang 29th, and Singapore 31st, Gen.—D., S. & Co., Ld.

Chingtu, Br. s.s., 1,459, Howie, 9th Sept.,—Sydney 15th Aug., and Port Darwin 29th, Gen.—B. & S.

Daijin Maru, Jap. s.s., 907, Ogata, 8th Sept.,—Tamsui via Amoy and Swatow 7th Sept, Gen.—O. S. K.

Devawongse, Ger. s.s., 1,632, Kümpel, 9th Sept.,—Bangkok 2nd Sept., Rice.—B. & S.

Elisabeth Rickmers, Ger. s.s., Nebinger, 3rd Sept.,—Swatow 2nd Sept., Rice and Wood.—A., K. & Co.

Emma Luyken, Ger. s.s., 2,000, Martens, 6th Sept.,—Saigon 2nd Sept., Rice.—E. A. T. Co.

Empress of Japan, Br. s.s, 3,003, Pybus, R.N.R, 8th Sept.,—Vancouver 18th Aug., and Shanghai 5th Sept., Mails and Gen.—C. P. R. Co.

Haiching, Br. s.s., 1,267, Passmore, 9th Sept.,—Foochow 4th Sept., Amoy 5th, and Swatow 8th, Gen.—D., L. & Co.

Holstein, Ger. s.s., 985, Lorenzen, 29th Aug.,—Saigon 24th Aug., Rice and Flour.—J. & Co.

Hopsang, Br. s.s., 1,359, Hay, 4th Sept.,—Samarang 26th Aug., Sugar.—J., M. & Co.

Indrasamba, Br. s.s., 3,366, Craven, 3rd Sept.,—Portland, Or. via Ports 2nd Aug., Gen.—Allan Cameron.

Ischia, Ital. s.s., 2,784, Maganzini, 3rd Sept.,—Bombay and Singapore 27th Aug., Gen.—C. & Co.

Kumano Maru, Jap. s.s., 3,147, Haswell, 8th Sept.,—Japan 4th Sept., Gen.—N. Y. K.

Kurdistan, Br. s.s., 1,935, Haig, 4th Sept.,—Manila, P.I. 1st Sept., Ballast.—D. & Co., Ld.

Kwongsang, Br. s.s., 1,427, Lake, 8th Sept.,—Canton 8th Sept., Gen.—J., M. & Co.

Lyeemoon, Ger. s.s., 1,238, Lehmann, 9th Sept.,—Canton 8th Sept., Gen.—S. & Co.

Machew, Ger. s.s., 996, Hayes, 8th Sept.,—Bangkok and Swatow 7th Sept., Rice.—M. & Co.

Mercedes, Br. s.s, 3,000, McGregor, 4th Sept.,—Wellington, N.Z. 5th Aug., Coal.—Naval Stores.

Oscar, Norw. s.s., 2,000, Olsen, 3rd Sept.,—Moji 27th Aug., Coal.—M. B. K.

Patrol, Br. s.s., 1,229, Dunmal, 3rd Sept.,—Singapore 29th Aug., Telegraph Cable.—E. E. & A. T. Co.

Shini Maru, Jap. s.s, 1,056, Oshida, 27th Aug.,—Moji 20th Aug., Coal.—Order.

Siberia, Am. s.s., 11,284, Smith, 4th Sept.,—San Francisco 8th Aug., and Shanghai 2nd Sept., Mails and Gen.—P. M. S. S. Co.

Sultan van Langkat, Dutch s.s., 2,922, Reimers, 8th Sept.,—Langkat 27th Aug., and Swatow 7th Sept., Kerosine.—Meyer & Co.

Szechuen, Br. s.s., 1,140, Hall, 9th Sept.,—Canton 8th Sept., Gen.—B. & S.

Tacoma, Am. s.s., 2,695, Ridley, 9th Sept.,—Tacoma via Moji 4th Sept., Gen.—D. & Co., Ld.

Taicheong, Ger. s.s, 828, Wiebking, 6th Sept.,—Moji 31st Aug., Gen.—A. R. M.

Taishun, Ch. s.s., 1,216, Stephen, 9th Sept.,—Canton 8th Sept., Gen.—C. M. S. N. Co.

Tosa Maru, Jap. s.s., 3,610, Christiansen, 8th Sept.,—Seattle and Shanghai 5th Sept., Gen.—N. Y. K.

Wakasa Maru, Jap. s.s., 3,881, Macmillan, 9th Sept.,—London 31st July, and Singapore 3rd Sept., Gen.—N. Y. K.

Wongkoi, Ger. s.s., 1,115, Reher, 5th Sept.,—Bangkok 30th Aug., Rice.—B. & S.

Yuensang, Br. s.s., 1,128, Payne, 7th Sept.—Manila 5th Sept., Gen.—J., M. & Co.

Zafiro, Br. s.s., 1,611, Rodger, 7th Sept.,—Manila 5th Sept., Gen.—S., T. & Co.

SAILING VESSELS.

Forthbank, Br. bq., 1,322, Young, 27th Aug.,—Cebu 28th June, Ballast.—D. & Co., Ld.

Helena Wyman, Am. bq., 1,521, Vanhon, 10th Aug.,—Singapore 1st Aug., Ballast.—Master.

Ivy, Aust. bq., 1,205, Stetson, 1st Sept.,—Fremantle 29th July, Kerosine Oil.—J., M. & Co.

Roanoke, Am. bq., 3,347, Amsbury, 7th Sept.,—Shanghai 4th Sept., Gen.—A., K. & Co.

Post Office.

A Mail will close for:—

Swatow, Amoy and Foochow—Per *Haiching*, 11th inst., 9 A.M.

Canton—Per *Hankow*, 11th inst., 9.30 A.M.

Swatow, Amoy and Tamsui—Per *Daijin Maru*, 11th inst., 11 A.M.

Shanghai—Per *Kalgan*, 11th inst., 11 A.M.

Singapore, Penang and Bombay—Per *Ischia*, 11th inst., 11.30 A.M.

Macao—Per *Heungshan*, 11th inst., 1.15 P.M.

Swatow and Shanghai—Per *Yingsang*, 11th inst., 2 P.M.

Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Kumano Maru*, 11th inst., 3 P.M.

Manila—Per *Yuensang*, 11th inst., 3 P.M.

Ningpo and Shanghai—Per *Canton*, 11th inst., 3 P.M.

Chinkiang—Per *Loksang*, 11th inst., 3 P.M.

Shanghai—Per *Taishun*, 11th inst., 3 P.M.

Shanghai—Per *Lyeemoon*, 11th inst., 3 P.M.

Kumchuk and Samshui—Per *Tungkong*, 11th inst., 4 P.M.

Macao—Per *Wingchai*, 11th inst., 5 P.M.

Namtao—Per *Taichun*, 11th inst., 5 P.M.

Sanbue—Per *Lee Wing*, 11th inst., 5 P.M.

Canton—Per *Kinshan*, 11th inst., 5 P.M.

Manila—Per *Zafiro*, 12th inst., 9 A.M.

Europe, &c., India, *via* Tuticorin—Per *Chusan*, 12th inst., 11 A.M.

Singapore, Penang and Calcutta—Per *Catherine Apcar*, 12th inst., 2 P.M.

Swatow—Per *Anpho*, 12th inst., 3 P.M.

Shanghai—Per *Kwongsang*, 12th inst., 3 P.M.

Chefoo and Newchwang—Per *Szechuen*, 12th inst., 4 P.M.

Hoihow and Haiphong—Per *Taicheong*, 12th inst., 4 P.M.

Moji, Kobe, Yokohama and Portland, Or.—Per *Indrasamha*, 12th inst., 5 P.M.

Yokohama and Kobe—Per *Chingtu*, 14th inst., 3 P.M.

Shanghai—Per *Chinkiang*, 14th inst., 4 P.M.

Yokohama and Kobe—Per *Suisang*, 15th inst., 2 P.M.

Macao, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Siberia*, 15th inst., 5 P.M.

Europe, &c., India, *via* Tuticorin—Per *Bayern*, 16th inst., 11 A.M.

Manila—Per *Kaifong*, 16th inst., 3 P.M.

Yokohama and Kobe—Per *Freiburg*, 16th inst., 5 P.M.

Tientsin—Per *E-sang*, 18th inst., 2 P.M.

Manila—Per *Rubi*, 19th inst., 9 A.M.

Shanghai, Chemulpo, Dalny and Port Arthur—Per *Pronto*, 19th inst., 11 A.M.

Cebu and Iloilo—Per *Perla*, 19th inst., 3 P.M.

Europe, &c., India, *via* Tuticorin—Per *Tonkin*, 22nd inst., 11 A.M.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Eastern*, 23rd inst., 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of Japan*, 23rd inst., 11 A.M.

Chefoo and Tientsin—Per *Nanchang*, 23rd inst., 4 P.M.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—

On the 10th at 11.50 a.m. The barometer has fallen considerably over NE. Japan, risen slightly on the China coast.

The Northern depression has moved into the Pacific to the E. of Japan.

A circular depression may be forming to the Southward of Hongkong in the low pressure trough, which lies over the N. part of the China Sea.

Pressure remains high over N. China. Strong NE. winds in the Formosa Channel, and off the S. coast of China.

Forecast:—fresh NE. winds; squally, rainy.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.78	29.69
Temperature	78	77
Humidity	92	96
Rainfall	1.31	—

CHINA COAST METEOROLOGICAL REGISTER.
September 10th, 1903, a.m.

		Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7 a.m.	—	—	—	—	—	—
Temuro	6 a.m.	29 65	—	—	E	4	—
Hakodate	"	29 70	—	—	NW	6	—
Tokio	"	29.74	—	—	W	2	—
Kochi	"	29.83	—	—	—	0	—
Nagasaki	"	29 87	—	—	—	0	—
Kagoshima	"	29.87	—	—	N	2	—
Oshima	"	29.92	—	—	S	2	—
Naha	"	29.89	—	—	—	0	—
Ishigakijima	"	29.89	—	—	SE	4	—
Taihoku	5 a.m.	29 85	—	—	E	6	—
Taichu	"	29.83	—	—	—	0	—
Tainan	"	29.83	—	—	NW	2	—
Koshun	"	29.85	—	—	E	2	—
Pescadores	"	29.86	—	—	NE	4	—
Weihaiwei	9 a.m.	—	—	—	—	—	—
Gutzlaff	"	30.04	84	63	NNE	2	cv
Sharp Peak	"	—	—	—	—	—	—
Amoy	6.30 a	29.85	76	91	NE	2	or
Swatow	9 a.m	29 87	76	—	ENE	5	r
Canton	"	—	—	—	—	—	—
Hongkong	10 a.m	29.81	80	80	N	1	o
Victoria Peak	"	—	—	—	NE	4	—
Gap Rock	"	29.79	—	—	NNE	3	—
Macao	"	29.79	79	—	N	2	c
Haiphong	"	—	—	—	—	—	—
Manila	"	29.88	86	71	—	0	c
Bacolod	9 a.m.	—	—	—	NW	1	c
Coilo	"	29.91	84	—	—	0	b
Ilebu	"	29 93	85	—	N	3	c
C. St. James	10 a.m.	—	—	—	—	—	—

VISITORS AT THE HOTELS.

HONGKONG.

Anderson, Mr.
Anton, A. S.
Barrett, E. G.
Baum, A.
Black, Mr. and Mrs.
Boggan, Mr. & Mrs. R.
Bonner, E. A.
Brown, W. S.
Clarke, W. G.
Colson, F. T.
Coulson, C. H.
Dean, G.
Derbyshire, J. H.
Douglas, Capt. & Mrs. J.
Downing, T. C.
Ellis, Mr. and Mrs. A.
Emerson, A.
Fisher, H. G.
Guenero, Mr. and Mrs. S.
Glover, C.
Grant, A. W.
Hall, Capt. T.
Hanmer, Thos. A.
Hanna, W. B.
Harvey, R. D.
Haughwont, W. B.
Hayton, J. T.
Hill, L. D.
Hooper, Mr. and Mrs.
Icely, Rev. J.
Jackman, H. T.
Jones, J. W.
Joseph, Mr. and Mrs.
Katsch, E. A.
Keegan, J.
King, Chas G.
Kitzmauth, G. C.
Leggatt, E. A.
Lewis, A. R.
Macgowan, R. J.
MacKenzie, H.
MacKie, Gordon
Marriott, Dr. O.
Mast, Sydney
Mast, E.
McVean, T. P.
M'Cleary, C.
Meikle, Mr. & Mrs. E.
Miller, P. L.
Miskin, H.
Mollermann, Mrs. and child
Murphy, Mr. and Mrs. E. O.
North, C. J.
Osborn Mrs. G.
Parfitt, W.
Pattie, J. A.
Perkins, Miss MacR.
Potter, A. G.
Potts, W. H.
Rosencrantz, H. J.
Ross, S. B. C.
Skott, C.
Snewin, E. A.
Somerville, Geo.
Sommerville, Mrs. A.
Thomas, C. B.
Watkins, C. A.
Woolmer, Mr. & Mrs.
Wright, Mr. and Mrs. C. Gordon

KING EDWARD.

Gerdes, Mr.
Hale, Mrs. M. P.
Hawley, Miss M.
Hawley, Miss W.
Hawley, Mr. and Mrs. Geo.
Hollingsworth, A. H.
King H. P.
Reiber, F.
Muelle, Ed. (Consul for Peru)
Rose, Mr. and Mrs. T. J.
Sellers, E.
Stephens, M. J. D.
Vaughan, H. S.
Willin, Mrs.

CONNAUGHT.

Campbell, R.E., Lieut. j. R.
Daly, Mr. & Mrs. R. F.
Dufour, Mrs. B.
Howard, E.
Humphreys, W.
Lee, G. E.
Jordan, Mr. and Mrs. E. G.
Marston, Mr. & Mrs L.
Tibbey H. M.
Tyrwhitt, T.
Williams, W. H.

OCCIDENTAL.

Bains, John W.
Burton, A. B.
Chandler, Lieut. F.
Diss, George A.
Donald, W. H.
Harris, Paul H.
Keyt, Dr. F.
Liddell, Mr. and Mrs.
Lopez, Amaro
Merdas, G.
Pezare, Lieut. T.
Shepherd, Mrs. F.
Sheperd, E. B.
Stephens, H.
Wolf, Richard De
Woodbridge, F. J.

PEAK.

Allison, A.
Barnett, Dr.
Beattie, Andrew
Behn, Geo.
Besnard, Mrs.
Bird, Dr. and Mrs. J. W.
Bisschop, Mr. & Mrs. P.
Brown, Col. L. F.
Brusse, George
Bunny, Major and Mrs. J. W. and children
Chapman, Mr. & Mrs. A.
Chichester, Maj. A. A.
Dymack, R.A., Lieut. A.
Ferrier, Col. and Mrs. G. H.
Fuchs, A.
Gibson, Dr. Robert
Graham, Mr. and Mrs. W. D.
Grant, G. C. Lindsay
Hamilton, Major A. B.
Hewitt, F. T. Baines
Hübbe, F.
Jeffries, H. U.
Johnston, W. L.
Jones, Mr. and Mrs. P. N. H.
King R. H.
Lambkin, Col. & Mrs. F. J.
Lambkin, Miss
Longuet, Mr. and Mrs. C. W.
Martin, R.
McDermott, A. P. B.
McGowan, Mr. & Mrs. A.
Mitchell, Robert
Mortimore, Miss C.
Ollis, Mr. and Mrs. F. B.
Ormiston, R.A., Major and Mrs. J. W.
Piper, Douald
Pollock, K.C., Hon. H. E.
Pratt, R.A., Major and Mrs. H. A.
Reid, T. H.
Rumsey, R.N., Hon. R. Murray
Sawer, Mrs. W. E.
Scott, Charles R.
Sinclair, A.
Smith, Carl W.
Spalckhaver, W. O. C.
Thompson, Capt. N. G.
Thomson, O. D.
Tutcher, Mr. and Mrs. W. G.
Voort, R.T.R., Mr.
Watson, Mr. and Mrs. M. and child
Wenborn, S. T.
Wilford, F. C.
Wilson, Edward F.

CRAIGIEBURN.

Bond, Mrs.
Caulfield, Mrs.
Caulfield, Master and nurse
Crafton, R. H.
Gaskell, Mr. and Mrs.
Harvey, Lieut. and Mrs. J. S.
Johnston, Mrs. and child
Helms, W.
Hug, Mrs. E.
Lambelle, Lieut. and Mrs. F. W.
Lyons, Capt. and Mrs.
Michael, Mr. and Mrs.
Sisters, (Gov. Civil Hospital)
Summers, Mr. and Mrs.

THOMAS'.

Bassett, H. D.
Charles, L.
Chick Tek Thye, Mr.
Condy, Mr. C. and 2 children
Crego, Mr.
Cushim, J. W.
Li Man Yin, Mr.
Roberts, Capt.
Robertson, O. L.
Rougeau, E.
Siet Tiang Lim, Mr.
Wheeley, Mr.
Young, L. C.

KOWLOON.

Addison, G. B.
Bencke, A. E.
Broughall, L.
Havergal, E. F. E.
Jackson, Mrs. and child
Lillington, Rev. S. E.
L. Spooner
Selmuloch, R. H.
Shiba, C.
Walters, Mrs.

THE SHARE MARKET.

Stocks.	Paid up Value.	Last Dividend.	To-day's Quotations.
BANKS.			
Hongkong and Shanghai Banking Corporation	$ 125	Div. of £1.10/- @ 1/8=$18 for half-year ending 30.6.1903	$630 sa.
National Bank of China, Ld.	£ 8	3/1½=$1.96½ for 1902	$28 sa.
Do. Founders	£ 1	None	$10
MARINE INSURANCES.			
Union In. Society of C'ton, Ld.	$ 100	60 per cent=$30 per share for 1901	$497½ b.
China Traders' In. Co., Ld.	$ 25	16 %=$4 for year ended 30.4.1902	$60 b.
North China In. Co., Ld.	£ 25	Interim of £1 for 1902	Tls. 225 s.
Yangtsze In. Association, Ld.	$ 60	20 %=$12 for 1901	$135 sa.
Canton In. Office, Ld.	$ 50	28 %=$14 per share for 1901	$181 b.
FIRE INSURANCES.			
Hongkong Fire In. Co., Ld.	$ 50	322½ per share for 1901	$325
China Fire In. Co., Ld.	$ 20	$6 per share for 1901	$86 b.
SHIPPING.			
Hongkong, Canton, & Macao Steamboat Co., Ld.	$ 15	$1½ for half-year ending 30.6.1903	$34
Indo-China S. N. Co., Ld.	£ 10	5 %=10/- per share for 1902	$82 b.
China & Manila S.S. Co., Ld.	$ 50	10 %=$5 per share for 1900	$20
Douglas Steamship Co., Ld.	$ 50	Div. of $3 for year ended 30.6.1902	$37½
"Star" Ferry Co., Ld	$ 10	$1.20=12% for year ending 30.4.03	$27
	$ 5	60 cts.	$17
"Shell" Transport & Trading Co., Ld.	£ 1	3rd Interim of 6d. for 1902	£1 b.
Taku Tug & Lighter Co., Ld.	Tls. 50	Interim of 2 % for 1903	Tls. 44
Shanghai Tug & Lighter Co., Limited	Tls. 50	First year	Tls. 60 sa.
REFINERIES.			
China Sugar Refining Co., Ld.	$ 100	Fin. of $7 making $12 for 1901	$94
Luzon Sugar Refining Co., Ld.	$ 100	$3 per share for 1897	$11 sa.
Perak Sugar Cultivation Co., Ld.	Tls. 50	Fin. of 7 % for year ending 30.9.02	Tls. 60 sa.
MINING.			
Punjom Mining Co., Ld.	$ 11	None	$1½
Société Française des Charbonnages du Tonkin	Fr. 250	Fin. of Frs. 30 making Fcs. 60 for 1902	$600 s.
Raub Australian Gold Mining Co., Ld.	£0.18.10.	No. 12 of 1/- per share 28.1.01	$9
Chinese Engineering & Mining Co., Ld.	£ 1	No. 1 of 1/6 per share 10.10.02	Tls. 6.50 sa.
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ld.	$ 50	12 %=$6 for ½ year 30.6.03	$203 sa.
S. C. Farnham, Boyd & Co., Ld.	Tls. 100	Final of Tls. 8 making Tls. 15 for year ending 30.4.03	Tls. 140
Hongkong & Kowloon Wharf & Godown Co., Ld.	$ 50	Interim of $2½ for 1903	$86 b.
New Amoy Dock Co., Ld.	$ 6⅔	$2½ for 1902	$37½ b.
Shanghai & Hongkew Wharf & Godown Co., Ld.	Tls. 100	Interim of Tls. 5 for 1903	Tls. 215 sa.
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ld.	$ 10	8 %=80 cents per share for 1902	$9½ sa.
Hongkong Land Investment & Agency Co., Ld.	$ 100	Interim of $6 for 1903	$155
K'loon Land & Building Co., Ld	$ 30	$2.30 per share for 1902	$35
West Point Building Co., Ld.	$ 50	Interim of $1½ for 1903	$50½
Hongkong Hotel Co., Ld.	$ 50	$6 for first ½-year 1903	$145 b.
Oriente Hotel Co., Ld. (Manila)	$ 50	8 %=$4 for ½-year ending 31.12.1900	$57 b.
Astor House Hotel Co., Ld. (Shanghai)	$ 25	2½ % for year ending 30.6.03	$27 ex d. sa.
Hotel des Colonies Co., Ld. (Shanghai)	Tls. 25	6 % for year ending 31.3.03	Tls. 15 sa.
Queen's Hotel (Wei-hai-wei)	Tls. 25	First year	Tls. 25
Humphreys Estate & Finance Co., Ld.	$ 10	9 per cent. for 1902	$10½
S'hai Land Investment Co., Ld.	Tls. 50	Interim of 6 % for 1903	Tls. 100 sa.
COTTON MILLS.			
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ld.	$ 10	Interim of 40 cents, account 1902/1903	$15 b.
Ewo Cotton Spinning & Weaving Co., Ld.	Tls. 50	3 % for period ended 31.10.97	Tls. 36 s.
International Cotton Manufacturing Co., Ld.	Tls. 100	Interim of 3 % on account of 1898	Tls. 40 s.
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	Tls. 100	Interim div. of 4 % on acct. of 1898	Tls. 40 s.
Soy Chee Cotton Spinning Co., Ld.	Tls. 500	4 % for period ended 31.12.00	Tls. 200
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Ld.	$ 500	25 % for year ending 30.6.1900	$250 b.
Philippine Tobacco Trust Co., Ld.	$ 50	None	$15 b.
Shanghai-Sumatra Tobacco Co., Ld.	Tls. 20	Interim of Tls. 3 per share	Tls. 51 b.
MISCELLANEOUS.			
Green Island Cement Co., Ld.	$ 10	12 %=$1.20 per share for 1902	$22
China-Borneo Co., Ld.	$ 12	First year	$9⅞
A. S. Watson & Co., Ld.	$ 10	Interim of 5 % for 1902	$14 b.
Watkins, Ld.	$ 10	$1 per share for 1902	$7 b.
Hongkong Electric Co., Ld.	$ 10	90 cents for year ending 30.4.1903	$12½
Hongkong Electric Co., Ld.	$ 5	45 cents for year ending 30.4.1903	$7
Hongkong & China Gas Co., Ld	£ 10	10 % div. and 1 % bonus for 1901	$140 b.
Hongkong Rope Manufacturing Co., Ld.	$ 50	$10 for 1902	$145
Geo. Fenwick & Co., Ld.	$ 25	15 per cent=$3.75 for 1902	$47½
Hongkong Ice Co., Ld.	$ 25	Interim of $4 for 1903	$250 s.
Hongkong High-Level Tramways Co., Ld.	$ 100	$18 for year ending 31.11.1902	$320 s.
Dairy Farm Co., Ld.	$ 6	75 cents for year ending 31.7.1902	$12 b.
Hongkong & China Bakery Co., Ld.	$ 50	5 per cent.=$2½ for 1901	$40
Campbell, Moore & Co., Ld.	$ 10	Div. of $2½ for 1902	$40 s.
Bell's Asbestos Eastern Agency, Ld.	£0.12.6.		$5½
United Asbestos Oriental Agency, Ld.	$ 4	90 cents	$9 b.
Do. Founders.	$ 10	$29.70 for year ending 31.5.03	$200 b.
Hongkong Steam Water-boat Co., Ld.	$ 10	Interim of 6 %	$15 b.
China Light & Power Co., Ld.	$ 20	None	$5
Robinson Piano Co., Ld.	$ 50	5 %=$2½ for half-year 1901	$50
Manila Investment Co., Ld.	$ 50	None	$15 b.
William Powell, Ld.	$ 10	$1 for year ended 30.6.1903	$9
Maatschappij tot Mijn-, Bosch- en Landbouw exploitatic in Langkat, Limited	Guilders 100	3rd Interim Dividend of Tls. 7½ and bonus of Tls. 2½ per share paid 15.6.1903	Tls. 270 sa.
Shanghai & Hongkong Dyeing and Cleaning Co., Ld.	$ 50	First year	$50

Telegraphic Address—"Rialto." Telephone No. 148., P. O. Box No. 111.

BENJAMIN, KELLY & POTTS, *Share Brokers.*

NOTE:—b.=buyers, s.=sellers, sa.=sales.

MACEWEN, FRICKEL & Co. { 3, DUDDELL STREET, WINE MERCHANTS.

TO AMERICANS.

BOURBON WHISKY EX S.S. "COPTIC" SEPT., 1898.

NOW MATURED TO PERFECTION.

WE ARE BOTTLING A PORTION OF THE ABOVE AND OFFER IT AT

$18.00 PER DOZ.

[7456

High Class
Gentlemen's
Outfitters.

EVERYTHING
UP TO DATE.
28, Queen's Road.

WILLIAM POWELL, LTD.,

28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

GENERAL DRAPERS & HIGH CLASS DRESS-MAKERS.

High Class
Gentlemen's
Outfitters.

FAMED FOR
SHIRTS.
28, Queen's Road.

UMBRELLAS

SPECIAL LINE AT

$6.50

PLAIN AND SILVER MOUNTED NATURAL STICKS,
STRONG FRAMES AND SERVICEABLE COVERS.

FASHIONABLE RAINCOATS FOR TROPICAL CLIMATE.

CHARMING SHIRT WAISTS.
DAINTY SILK BLOUSES.
NEW COFFEE COATEES.

WE SHALL BE PLEASED TO SEND A SELECTION OF THE ABOVE ON APPROVAL TO OUR CUSTOMERS ON RECEIPT OF THEIR INSTRUCTIONS.

EVERYTHING FOR LADIES' AND CHILDREN'S WEAR.

WILLIAM POWELL, LTD.,
34, Queen's Road Central,
Hongkong.

September 7th. R. G. HECKFORD,
MANAGER.

Printed and Published by JOSE PEDRO BRAGA, for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 4, Ice House Road, in the City of Victoria, Hongkong.